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Memorandum

Transportation Advisory Committee

Town of Arlington Department of Public Works 730 Massachusetts Avenue Arlington, Massachusetts 02476

Project No.: 09145.00

From:

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Joseph G. Quitter

Date: May 20, 2005

Traffic Justification Memorandum Massachusetts Avenue Improvements

Arlington, Massachusetts

INTRODUCTION

Vanasse Hangen Brustlin, Inc. (VHB) has completed a preliminary review, evaluation and recommendations of improvements of the current transportation trends in terms of vehicular, pedestrian, bicyclist traffic, parking, and transit conditions along Massachusetts Avenue (Route 2A), between Mill Street and Alewife Brook Parkway in Arlington, Massachusetts. This effort is in support of the Town's desire to pursue State and/or Federal funding for implementation of needed transportation improvements along the corridor.

To facilitate our review and evaluation, VHB compiled existing traffic data and associated information including previously completed designs and studies, from the Town of Arlington, and recent crash data from the Massachusetts Highway Department (MassHighway). As part of the corridor study, VHB has recommended modifications to the current roadway cross section and traffic controls that are intended to improve the safety and mobility of the area users. This memorandum documents the results of an initial capacity and safety analysis along the corridor, and a review of the current roadway cross sectional elements, and identifies conceptual-level improvements for consideration, the anticipated construction cost of these measures.

EXISTING AND FUTURE CONDITIONS

Study Area

Massachusetts Avenue is the main east-west thoroughfare in the Town of Arlington, with a functional classification of Urban Principal Arterial. For this study, the transportation trends along the Massachusetts Avenue corridor were analyzed between Mill Street (near Arlington Center) and Alewife Brook Parkway (at the Cambridge border), approximately 1.6 miles.

Within the project limits, Massachusetts Avenue is approximately 65 feet (+/-) wide, with the exception at Lake Street between Oxford Street and Windsor Street where the corridor widens to 80 feet (+/-). There are typically two travel lanes in each direction with parallel parking on both sides of roadway, although in many areas lane definition is poor.

Sidewalks of varying width are provided along both sides of Massachusetts Avenue throughout the study area. Crosswalks are provided at all signalized intersections, at several unsignalized intersections, and at selected mid-block locations.

There are 45 intersecting streets along Massachusetts Avenue within the study limits. Of the total amount, six of the intersections are signalized (the Massachusetts Avenue intersection with Mill Street, Pleasant Street, Medford Street, Franklin Street, Lake Street, Thorndike Street, and Alewife Brook Parkway), 5 intersecting roadways are either used as a commuter cut through, or have been identified by the Town as trouble spots (Water Street, Tufts Street, Bates Road, Orvis Road, and Winter Street), and the balance of the roadways are entrances to residential neighborhood, that are local streets that are not used for cut through traffic at peak times of the day. For the purposes of this safety and capacity evaluation, the local street intersections were not analyzed for vehicular improvements.

Traffic Volumes

The Town of Arlington has provided information regarding traffic volumes for roadway segments and at specific intersections in the form of previous traffic studies along the Massachusetts Avenue corridor. A majority of this information was collected from previously conducted Massachusetts Avenue corridor studies dated December 11, 2001 and November 2002.

Although the traffic volumes were counted four years ago, this data can be considered current for the purposes of this preliminary study since the relatively stagnant economy and population growth over the last several years has resulted in negligible increases and, in some cases, decreases of traffic volumes throughout the region. Therefore, any growing of the traffic volumes data to develop present-day data would be overly conservative and was not completed. As project development continues, complete peak hour and daily traffic volumes should be collected for the entire corridor.

Based on the information included in previous studies and the accepted standard set by MassHighway for projecting traffic in this area, an annual growth rate of 1.0 percent (approximately 10.5 percent compounded over 10 years) was applied to the 2005 Existing volumes to develop the 2015 Future volumes. A summary of these traffic volumes is shown in Table 1.

Table 1
Roadway Segment Traffic Volume Summary

<u> </u>			2005 Existin	g Volumes ^b	2015 Future	e Volumes °
Massachusetts Avenue:	Period	Directional Distribution °	Eastbound	Westbound	Eastbound	Westbound
From Pleasant St to	Weekday Morning	51% WB	1,113	1,137	1,229	1,256
Medford St/ Broadway St	Weekday Evening	53% EB	1,239	1,093	1,369	1,207
From Medford St / Broadway St to	Weekday Morning	59% WB	887	1,303	980	1,439
Linwood St	Weekday Evening	53% EB	967	856	1,068	946
From Linwood St to	Weekday Morning	63% EB	1,116	654	1,233	722
Lake St	Weekday Evening	53% EB	. 981	872	1,084	963
From Lake St to	Weekday Morning	57% EB	967	726	1,068	802
Thorndike St	Weekday Evening	51% WB	857	902	947	996
From Thorndike St to	Weekday Morning	60% EB	919	616	1,015	680
Alewife Brook Pkwy	Weekday Evening	54% WB	715	847	790	936

Source: Based on data from Massachusetts Avenue corridor studies conducted by the Louis Berger Group, Inc. dated December 11, 2001 and November 2002.

EB = Eastbound; WB = Westbound

As shown in Table 1, approximately 1,560 to 2,330 vehicles per hour travel along Massachusetts Avenue during the weekday peak hours. The morning directional split is as high as 63% eastbound indicating the commuting nature of the AM peak hour. The directional split is relatively even during the evening peak hour, ranging from 53 percent eastbound to 54 percent westbound along the corridor. This indicates that Massachusetts Avenue within the study area, while used by

directional distribution of peak period traffic

b peak period traffic volume, expressed in vehicles per hour

²⁰⁰⁵ volumes grown by 1.0 percent for ten years

commuters, is not exclusively a commuter route during the evening peak period.

According to recent traffic data collected at MassHighway permanent count station 4935, approximately 19,700 vehicles travel along Massachusetts Avenue south of Avon Place during the average day. This means approximately 10 percent of daily traffic travels along this segment of Massachusetts Avenue during the peak hours. The traffic count data compiled is contained in the Appendix.

It should also be noted that the traffic volumes traveling east bound on Massachusetts Ave drop 21% during the evening peak, and 20% during the morning peak period through the intersection of Mass Ave and Medford Street/Broadway. This is due to the high volume of traffic traveling along Broadway as an alternate route to Alewife Brook Parkway, and beyond.

Plans number 1 through 4 (out of 4) included herein present the morning (AM) and evening (PM) peak hour turning movement volumes at major corridor intersections for which data was available.

Vehicular Crash Summary

To identify potential vehicle crash trends in the project study area, vehicular crash data for intersections within the study area was obtained from MassHighway for the years 2000 through 2002, the most recent three-year history available and the Arlington Police Department from 2002 to 2005

MassHighway Vehicle Crash History

A summary of the MassHighway vehicle crash history is presented in Table 2. The following intersections are above the MassHighway District 4 crash rate of 0.87 crashes per million entering vehicles (mev) for signalized intersections:

- Massachusetts Avenue at Mystic Street and Pleasant Street (1.12)
- Massachusetts Avenue at Alewife Brook Parkway (1.15)

As shown in Table 2, based on MassHighway crash data, the signalized intersections at Mystic Street/Pleasant Street and at Alewife Brook Parkway experienced 44 and 55 crashes over a three-year period. A high percentage (55 and 36 percent, respectively) of these crashes were rear end-type collisions, occurring during the typical work week during daylight hours, and on dry pavement, indicating that weather is not likely a contributing factor. Furthermore, a significant percentage of the crashes at the locations (34 and 22 percent, respectively) involved personal injuries. For these signalized intersections, the probable causes for rear-end collisions could include excessive speed and inadequate signal visibility and/or timing for the specific volume conditions¹.

The signalized intersections at Alewife Brook Parkway, Mill Street/Jason Street and at Lake Street also experienced a high percentage (40, 62 and 63 percent, respectively) of angle-type incidences. For these intersections, the probable causes for angle collisions include a large number of turning vehicles, excessive speed, and inadequate signal phasing and/or timing for the specific volume conditions.

The number of crashes at the unsignalized intersections that were part of this evaluation was relatively low. In most cases, the majority of these crashes were angle-type collisions, occurring during the typical workweek and on dry pavement, indicating weather is not a likely contributing factor. Furthermore, a significant percentage of the crashes at Bates Road and at Grafton

¹ Highway Safety Engineering Studies Procedural Guide; United States Oepartment of Transportation (USDOT); Washington, DC; June 1981.

Street/Orvis Street (50 and 63 percent, respectively) involved personal injuries. Probable causes for this type of crash include a high approach speed and high volume approaches to this intersection.

There were 56 accidents that occur within the study corridor at the local street intersections with Mass Ave. In addition, there were 52 accidents along the corridor within the study area, and away from any intersecting streets. The data also identified 86 accidents along the entire length of Mass Ave that did not have a land mark identified. The types of accidents that were along the corridor were similar to those documented at the intersections: angle-type collisions, occurring during the typical workweek and on dry pavement, indicating weather is not a likely contributing factor. The raw data, and summary of these intersections are included in the appendix.

It should be noted that, based on MassHighway crash data, a statistically large percentage (88 percent) of the crashes that occurred during this three-year period happened during the first two years (2000 and 2001). Possibilities for this anomaly include fewer *reported* crashes as a result of changes to law enforcement/insurance reporting policies, recent roadway or intersection improvements, and/or, unfortunately, unreliable data for 2002.

Arlington Police Department Vehicle Crash History

In order to review crash history that involved pedestrians and bicyclists long the Massachusetts Avenue corridor, accident data was also collected from the Arlington Police Department from 2002 to 2005. As shown on the summary table and the raw data in the appendix, there were 66 crashes that occur on the corridor that involved either pedestrians or bicyclists. The accident data collected indicated that the accidents occurred at various locations along Mass Ave, during mostly dry conditions during daylight hours.

Massachusetts Avenue Improvement Project Arlington, MA

Vehicle and Pedestrian/Bicycle Accidents 2002 - 2005 data from the Arlington Police Department

Arlington	1/1/2000 Crash_Time	12/31/2002 Crash T _{-1-e}	Road Surface	Li hlio)	Weather	Street	Intersection
rash Date 1/12/2002	10:00:00 AM	Pedestrian	DRY	DAYLIGHT	CLOUDY	MASS AVE	
1/29/2002	5:12:00 PM	Bicyclist	DRY	Dark(Road Lit)	CLEAR	MASS AVE	swan
5/20/2002	12:30:00 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	MILLS
5/22/2002	7:45:00 AM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	MILL S
5/24/2002	4:54:00 PM	Pedestrian	DRY	Daylight	CLOUDY	MASS AVE	
6/3/2002	6:17:00 PM	Bicyclist	DRY	Daylight	CLEAR	MASS AVE	
7/1/2002	4:10:00 PM	Bicyclist	DRY	Daylight	CLEAR	MASS AVĘ	
7/10/2002	5:10 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	quln
7/11/2002	10:15 AM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	
7/12/2002	6:00 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	
	10:55 AM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	
9/5/2002	8:46 AM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	
9/24/2002		Pedestrian	wet	DAYLIGHT	rain	MASS AVE	
11/13/2002	3:27 PM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	
12/11/2002	11:45 AM		wet	Dark(Road Lit)	CLDUDY	MASS AVE	
3/2/2003	6:35 PM	Pedestrian Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	
3/12/2003	3:17 PM		DRY	DAYLIGHT	CLEAR	MASS AVE	park
4/29/2003	5:57 PM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	scho
5/9/2003	3:46 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	mel
5/10/2003	10:20 AM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	
5/3/2003	7:28 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	
9/22/2003	8:30 AM	Bicyclist	DRY	Dark(Road Lit)	CLEAR	MASS AVE	
12/4/2003	5:06 PM	Pedestrian Pedestrian	wet	Dark(Road Lit)	rain	MASS AVE	MILL:
12/24/2003	5:45 PM		DRY	DAYLIGHT	CLEAR	MASS AVE	
2/28/2003	1:30 AM	Bicyclist Pedestrian	wet	DAYLIGHT	rain	MASS AVE	
6/18/2004	11:33 AM		DRY	DAYLIGHT	CLEAR	MASS AVE	
7/1/2004	11:33 AM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	
7/17/2004	12:50 PM	Pedestrian		DAYLIGHT	CLEAR	MASS AVE	mar
8/13/2004	4:10 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	
9/1/2004	9:14 AM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	
9/26/2004	4:30 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	
10/4/2004	8:00 AM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	
10/7/2004	8:55 AM	Bicyclist	DRY		CLEAR	MASS AVE	
10/20/2004	6:10 PM	Bicyclist	DRY	Dark(Road Lit)	CLEAR	MASS AVE	
11/1/2004	6:00 PM	Pedestrian	DRY	Dark(Road Lit)	CLEAR	MASS AVE	
12/28/2004	1: 2 2 PM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	ma
1/10/2005	1:50 PM	Pedestrian	wet .	DAYLIGHT	CLEAR	MASS AVE	mi
1/11/2005	7:06 PM	Pedestnan	wet	Dark(Road Lit)		MASS AVE	par
2/20/2005	2:15 PM	Pedestrian	DRY	DAYLIGHT	CLEAR CLEAR	MASS AVE	pai
3/30/2005	3:30 PM	Pedestrian	DRY	DAYLIGHT			wat
4/1/2005	3:30 PM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	wat
4/7/2005	4:00 PM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	me
4/20/2005	10:13 PM	Pedestrian	DRY	Dark(Road Lit)	CLOUDY	MASS AVE	t
4/21/2005	11:00 AM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	ple
6/7/2005	9:45 AM	Bicyclist	DRY	DAYLIGHT	CLEAR	MASS AVE	mei
6/7/2005	3:12 PM	Pedestrian	DRY	DAYLIGHT	CLEAR	MASS AVE	

TRAFFIC OPERATIONS ANALYSIS

Level-of-Service Criteria

Level-of-service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Level-of-service provides an index to the operational qualities of a roadway segment or an intersection. Level-of-service designations range from A to F, with LOS "A" representing the best operating conditions and LOS F representing the worst operating conditions. For urban areas such as the Massachusetts Avenue corridor, LOS "D" or better are generally considered acceptable levels of service.

Level of Service Analysis

For an urban arterial such as Massachusetts Avenue, overall corridor capacity is defined and restricted by the major (signalized) intersections along its length. While the number of travel lanes in each direction (i.e., one or two) plays a role, the proximity of signalized intersections governs and travel lanes provided are more related to properly processing traffic demand at the signalized locations (i.e., approach and departure lane configurations). Therefore, to fully evaluate and establish corridor capacity and operating conditions, VHB preliminarily analyzed the capacity provided at key intersections.

To establish existing conditions, VHB conducted capacity analyses using the critical lane volume (CLV) method to determine the traffic capacity at six key study area signalized intersections during the weekday morning and evening peak hours using the 2005 existing, and 2015 future volumes. The future 2015 LOS is presented for the No-Build, or no improvement case. There are a total of eight (8) signalized intersections within the section of Massachusetts Avenue studied; however, traffic volumes were not available for the intersections at Mill Street.

Table 3 presents a summary of the capacity analyses for the six key study area intersections in the absence of any improvements. The capacity analyses worksheets are included in the Appendix.

Table 3
Intersection Capacity Analyses Summary

		2005 Existin	ng Volumes	2015 Future Volumes	
Location	Period	CLV *	LOS	CLV	LOS
Massachusetts Avenue at	Weekday Morning	1,353	E	1,495	F
Pleasant Street (Route 60)	Weekday Evening	1,362	E	1,503	F
Massachusetts Avenue at	Weekday Morning	878	B	970	B
Medford Street	Weekday Evening	833	A	921	B
Massachusetts Avenue at	Weekday Moming	506	A	556	A
Linwood St/Foster St	Weekday Evening	528	A	581	A
Massachusetts Avenue at	Weekday Morning	1,205	C	1,345	E
Lake Street	Weekday Evening	1,112	D	1,243	
Massachusetts Avenue at	Weekday Morning	476	A	526	A
Thorndike St/Teel St	Weekday Evening	466	A	514	A
Massachusetts Avenue at	Weekday Morning	1,388	F	1,422	F
Alewife Brook Pkwy	Weekday Evening	1,423	F	1,572	

a critical lane value

The analysis indicates that the intersections at Pleasant Street and at Alewife Brook Parkway currently operate at unacceptable levels of service (LOS "F") during both peak hours. Furthermore, it is anticipated that the Lake Street intersection will operate at LOS E or worse in the future if no improvements are in place. The other intersections analyzed operate at LOS B or better and are expected to operate at LOS C or better in 2015.

RECOMMENDED IMPROVEMENTS

Based on field observations, traffic volume research, vehicular crash analysis and intersection capacity analysis, VHB identified and evaluated possible opportunities for improvements intended to enhance the safety and mobility for all corridor users. It is envisioned that the recommendations from this study will be further evaluated, refined and detailed through design via the work of the Transportation Advisory Committee (TAC).

The following highlights the major opportunity areas for continued discussion and evaluation:

- Overall corridor cross section and cross sectional elements
- Bicycle accommodation
- Pedestrian accommodation
- Traffic signal safety and operations
- Overall corridor safety
- Aesthetic and urban design enhancements

VHB reviewed the corridor as a whole, and at specific locations to identify possible areas for modification and improvement. The existing and projected future poor operating conditions and safety history (see Tables 2 and 3) at the intersections of Pleasant Street, Lake Street and Alewife Brook Parkway lead to the conclusion that major changes which could limit capacity are not preferable at these locations. Any proposed improvements at these locations need to include the potential for enhancing both capacity and safety. However, significant capacity enhancements (i.e., major widening) are unlikely due to the constraints associated with current cross sectional elements. Improvements at these locations will most likely be implemented within the existing curb-to-curb roadway width and be limited to traffic signal (timing and phasing) modifications in an attempt to optimize operations and safety. A detailed review of signal sequence, timing and equipment can be

b level of service

c No Build (i.e., no improvement) condition

completed at these locations during further project development in an attempt to identify recommended traffic control upgrades.

The most significant opportunity identified for proposed change to the corridor is the potential reduction of the cross-section from four lanes to two lanes (one travel lane in each direction) east of the Medford Street/Broadway intersection, narrowing Massachusetts Avenue vehicular travel way from Franklin Street to Grafton Street (approximately one-half mile). This reduction in cross section would need to be expanded to accommodate current and future traffic demand at Lake Street, but then narrowed again to the east, between Marathon and Lafayette Streets (approximately 1750 feet). Massachusetts Avenue would be expanded, east of Lafayette Street, to accommodate the traffic demand at the Alewife Brook Parkway intersection (Refer to Sheets 1 through 4 attached). The potential reduction to a two-lane cross-section along these portions of Massachusetts Avenue is possible due to the significant amount (approximately 20 percent) of traffic turning to/from Broadway. The resulting lower corridor traffic volumes, thus a reduction of roadway capacity within these sections allow consideration of a reduced cross sectional width for the vehicular travel way that could be utilized for other modes of transportation (either bicycle or pedestrian), or improved streetscape along the corridor.

The detailed design of the reduced travel way cross section will need to consider the need to allow for traffic making left turns from Massachusetts Avenue to adjacent roadways, residents and businesses. The vehicular travel lanes must be a minimum of 16 feet for through traffic and emergency vehicles to pass around a stopped vehicle on Massachusetts Ave. Although the lane width will be designed with a wider cross section than typical (16 feet verses 12 feet), the overall pavement width will be reduced, thus making the pedestrian passage across Mass Ave shorter, improving pedestrian mobility and safety.

The conceptual improvements plans provided herein (plans 1 through 4) detail the potential reallocation of the roadway width gained in the reduced cross sectional areas east of Medford Street/Broadway, detailed above. For example, the possible introduction of a 4-5 foot bicycle lane. This lane, in conjunction with better bike accommodation at traffic signals (i.e., bicycle detection) and enhanced signage throughout the corridor offers an opportunity to provide a more inviting and safe environment for bicycle traffic.

The additional space gained by reducing the Massachusetts Avenue cross section in selected areas could be utilized in any number of ways besides (or in combination with) bicycle enhancements, including wider sidewalks, center medians, planting strips, etc. The benefits and costs of these options can be further evaluated during future project development. In any event, the re-evaluation of the Massachusetts Avenue corridor cross section affords an opportunity to better define the existing lane definition, which in many areas is currently poor, with extended sections of wide, undefined pavement provided.

A re-evaluation of the corridor also provides an opportunity to enhance the overall pedestrian environment. As part of project development, the current location of all pedestrian crosswalks will be evaluated to determine the most appropriate locations. Highlighted crosswalk markings and signage, use of alternate crosswalk materials, improved street lighting in crossing areas, and the proper use of "neckdowns" (narrowing the roadway by extending the curb at key intersections and mid-block locations) will be considered. The conceptual improvement plans provided (Refer to Sheets 1 through 4) detail a number of potential locations for the implementation of neckdowns for enhanced pedestrian movements. These neckdown areas will be designed to improve sight lines and visibility of crossing pedestrians, shorten crossing distances, and serve as a traffic calming technique to slow traffic in areas of pedestrian activity. The neckdowns also have the added benefit of providing new space to be considered for possible aesthetic enhancements.

During future project development a complete evaluation of pedestrian phasing, signal indications and signage should also be undertaken at all signalized locations. An overall theme to these, as well

as other alternative actions, is the need to continue to consider the effects of proposed corridor modifications on vehicle, pedestrian and bicycle safety.

Tied to some of the opportunities discussed above, but also worth discussion as a stand alone topic is the upgrade and potential coordination of several traffic signal systems. This is important because the signalized intersections govern the flow of traffic along Massachusetts Avenue. In a few cases they are closely spaced, but do not facilitate acceptable traffic progression through the corridor. The upgrade and coordination of these traffic signal systems could improve the overall operation along the corridor. Existing traffic signal phasing and lane configuration also needs to be reviewed, with sensitivity towards addressing the high accident experience at many of these locations.

All proposed improvements and modifications will need to consider potential impacts to on-street parking and other related business activities (i.e., loading/unloading), as well as transit stops on the corridor. The continued maintenance of an adequate level of on-street parking is critical to overall community acceptance of proposed improvements.

Table 4 presents a brief summary of the potential improvement opportunities along the corridor.

Table 4
Recommended Transportation Improvements Summary

Massachusetts Avenue:	Existing Conditions	Proposed Improvements
From Mill St to	Two lanes per direction	Maintain existing two lanes per direction with additional turning lanes at intersections as necessary
Franklin St	Several unprotected sidewalks	Upgrade and coordinate traffic signals
(Arlington Center)	On street parking	Provide neck-downs at unsignalized crosswalks
,		4. Maintain existing parking
From Franklin St to	Two lanes per direction	1. Narrow to one travel lane per direction with additional turning lanes as necessary
Grafton St	Several unprotected sidewalks	2. Upgrade traffic signals
Section 1.	On street parking	Provide neck-downs at unsignalized crosswalks
		4. Maintain existing parking
		5. Create a five-foot marked bicycle lane
	lander of the state of the stat	6. Widen existing sidewalks or provide planting strip, where possible
From Grafton St to	Two lanes per direction	Transition back to two lanes per direction with additional turning lanes at
T TOM CARCINOTI OF TO		intersections as necessary
Marathon St	Several unprotected sidewalks	2. Upgrade tratfic signals
(Lake Street District)	On street parking	Provide neck-downs at unsignalized crosswalks
(LEGIO ON CONTROL ON		4. Maintain existing parking
		5. Continue the bicycle lane on the south side of Massachusetts Avenue only
From Marathon St to	Two lanes per direction	1. Narrow to one travel lane per direction
Alewife Brook Pkwy	Several unprotected sidewalks	2. Upgrade traffic signals
racano bivon i mij	On street parking	3. Provide neck-downs at unsignalized crosswalks
		4. Maintain existing parking
	LA *	5. Bicycle tane provided on both north and south side of Massachusetts Avenue

In order to assess the impact of the conceptual level improvements detailed herein and on Sheets 1 through 4 attached, VHB evaluated intersection operations. Table 5 presents a summary of the existing, and future (with and without a reduced cross section) operations at the two locations along the Massachusetts Avenue corridor affected by the proposed travel way reduction. All other locations along the corridor are not within the location of the proposed reduction.

Table 5
Intersection Capacity Analyses Summary

		2005 Existing Volumes		2015 Future Volumes ^c		2015 Future Volumes ^e	
Location	Period	CLV.	LOS	CLV	LOS	CLV	LOS
Massachusetts Avenue at	Weekday Morning Weekday Evening	506 528	A	556 581	A	1,014 1,115	C
Linwood St/Foster St Massachusetts Avenue at	Weekday Morning	463	A	526	A	1,005	C
Thorndike St/Teel St	Weekday Evening	452	A	514	Α	981	В

a critical lane value

As can be seen by the table, although the peak hour LOS is expected to drop at Linwood/Foster and Thorndike/Teel Streets, the anticipated future 2015 LOS is no worse than a very acceptable LOS "C". Based on this analysis, it is assumed that the cross sectional width for the sections along Massachusetts Avenue, east of Broadway (detailed above), can be reduced without significant impact to vehicle operations.

b level of service

No-Build (i.e., no improvement) condition

With Improvements (i.e., reduced cross section)

CONCLUSION

VHB has conducted an assessment of the roadway traffic capacity and safety along the 1.6 mile section of Massachusetts Avenue corridor between Mill Street and Alewife Brook Parkway. Based on this evaluation, VHB has identified several improvement opportunities to the current roadway and intersection features that are intended to enhance the safety and mobility for all area users. It is envisioned that the recommendations from this study will be evaluated and progressed through further design and construction via the work of TAC.

The order of magnitude construction cost estimate of these improvements is approximately \$2,420,000. The projected costs are based on the proposed typical sections shown on the conceptual improvement plans (Sheets 1 through 4) and do not include costs associated with design, potential right-of-way acquisition, streetscape enhancements, including landscaping, permitting or police services. The conceptual improvement plan and cost estimate worksheets are provided in the Appendix.

Appendix

- ➤ Observed Traffic Volume Data
- ➤ Safety Information Data from Mass Highway
- ➤ Safety Information Data from Town of Arlington
- ➤ Critical Lane Volume Analysis
- ➤ Cost Estimate

Observed Traffic Volume Data

VHB

Computations

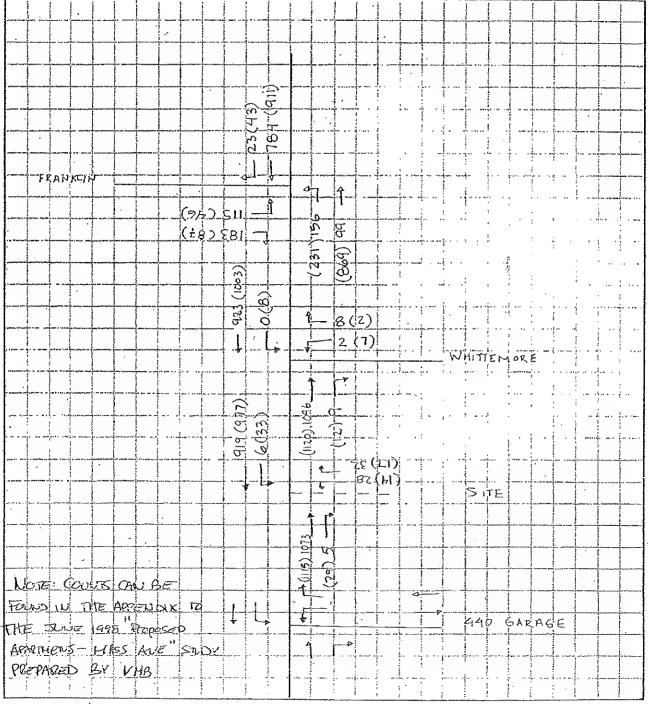
Project APARTMENTS Project # 05800

Location AR lington Sheet 1 of

Calculated by EOL Date 5-21-98

Checked by Date

Title 2003 BUILD CONDITIONS



Safety Information Data from MassHighway

Masslighway

CITY/TOWN: ABLINGTON				cot	INT DATE :	2002	MHD USE ONLY
DISTRICT:	UNSIGNAL	IZED:		SIG	GNALIZED:		Source #
	- INTERS	ECTION	DATA ~	e sand be not as a second or a second backs	DyyMhb57ny InbeShb87hb77hA8888444444		
MAJOR STREET:	MASSAGHUSE	IS AVE	NUE.				RIN#
MINOR STREET(S):	PLEASANTSTE	KÉET (ŘO	UTE 60VM	STIC STR	ÉBI SZ		RIN#
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INTERCECTION							INTERSECTION
INTERSECTION DIAGRAM	North 1		756				REF#
(Label Approaches)		1	•		1070		
		1149	- 1				
				255			
APPROACH:	1	2	Peak Hour 3	Volumes 4	5	6	
DIRECTION:		SB	EΒ	WB.			
VOLUMES (PM):		756	1149	1070			
		and and the second of		Black States	Les Total	VOL/"K" FACT.	
"K* FACTOR:	reconstruction of	E	H ADT:			[]	
TOTAL # OF ACCIDENTS :	Service Control of the Service of th	OF ARS:	3		GE#OF NTS(A):	15	NTERSECTION REF #
CRASH RATE CALCULATION:		1.12	RATE =		00,000)	hay stadius design f B Libe that Just C PA E FREE FFE	
Source (optional): Distric 4 crash	rate is 0.87 per n	nev for si	gnalized inte	rsections.	1 mg		
Comments:			7.1				

Masslighway

CITY/TOWN: ARLINGTON		CO	UNT DATE:	2002	MHD USE ONL
DISTRICT:	UNSIGNALIZED:	SI	GNALIZED :	J\$PO	Source #
	- INTERSECTION	DATA -	د الباط الشدة درست درستانية به وعلو سند د ستويد من وجوع و		
MAJOR STREET :	ASSACHUSETTS AVEN	ŪĘ, J. S. J.			RIN#
MINOR STREET(S):	EDFORD STREET				RIN#
THE SECOND SECON					RIN#
		AND STREET			RIN#
* 274 中 50年 夏·蒙					RIN#
•					
-Troportoria					INTERSECTION
NTERSECTION UNITERSECTION	<u> North </u>	0 1			REF#
_abei Approaches)			1272-		
	1217		36/21. 34/21.		
				in the second	RIN# RIN# RIN# INTERSECTIO REF#
APPROACH:	1. 2	eak Hour Volumes 3 4	5	Б	
IRECTION:	NB SB	EB WB			
/OLUMES (PM) :	0 0	1217 1272			
			12-32-32-3-15-1 1		
K * FACTOR:	10.09 APPROACE	Service I	ADT = TOTAL V	OU,K. FACI.	
TOTAL # OF ACCIDENTS:	# OF YEARS:	100000000000000000000000000000000000000	GE#OF VTS(A):	o j	
CRASH RATE CALCULATION :	0.03		900,000) * 365)		
Source (optional): Distric 4 crash ra	te is 0.87 per mev for sig	nalized intersections.			

Masslijiway

CITY/TOWN: ARLINGTON		and the second	Žipino -	COU	INT DATE:	2002	MHD USE ONLY		
DISTRICT:				Sig	SNALIZED:	W.	Source #		
- INTERSECTION DATA -									
MAJOR STREET: MASSACHUSETTS AVENUE									
MINOR STREET(S)				Time to the second			RIN#		
``							RIN#		
					4,719,41.2%		RIN#		
							BIN#		
	######################################	alvest the same	en esetual		(E)				
		er je							
INTERSECTION	North						INTERSECTION		
DIAGRAM (Label Approaches)	12.5		43 1		826		REF#		
(Label Approaches)	-								
		967	<u></u>						
				-26- -					
		il Africa							
ADDDOACEL.	.	2	Peak Hour	Volumes 4	5	6			
APPROACH:	1				3				
DIRECTION:	E NB	SB	EΒ	WB					
VOLUMES (PM):	2621	43	967	826		A 17 Sept. 18 Sept. 18			
"K" FACTOR:	0.09	APPROA	CH ADT:	20688.889	ADT = TOTAL	. VOLJIK" FACT.			
TOTAL # OF ACCIDENTS :		# OF YEARS:	3.	AVERAC	GE#OF ITS(A):	0	A) Fi		
CRASH RATE CALCULATION:		0.00	BATE =		00,000)	*			
Source (optional): Distric 4 crash	fate is 0 87 p	er mey for s	signálized int	ersections;					

Massighway

CITY/TOWN: AREINGTON		9-13-3-13-54	COU	T DATE:	2002	MHD USE ONLY
DISTRICT:	UNSIGNALIZED:	1 [188 52 17] 2 [2] 18 14 18 18 18 2 [2] 18 18 18 18 18 18 18 18 18 18 18 18 18	SIG	NALIZED :	X	Source #
	- INTERSECTION	I DATA ~				
MAJOR STREET :	MASSACHUSETTS AVE	rendram laborator desi				RIN#
MINOR STREET(S):	TAKE STREET		Zene Live			RIN#
- 3 4						RIN#
× 4					n en	RIN#
		LSTORM			25 - 25 - 25 - 25 - 25 - 25 - 25 - 25 -	202
						INTERSECTION REF #
NTERSECTION DIAGRAM	Norths.					REF #
(Label Approaches)			4	902		
	860		^			
			2569			
					21-76	
		Peak Hour	Volumes			
APPROACH:	1 2	3	4	5	6	ê
DIRECTION:	NB SB	18	WB			
VOLUMES (PM) :	569 0	800	902			i.
"K" FACTOR:	0.09 APPROA	CHADT:	25233.333	ADT = TOTAL	. VOL/"K" FACT.	
TOTAL # OF 'ACCIDENTS :	# OF YEARS :	3	AVERAG ACCIDEN		5	
CRASH RATE CALCULATION :	0.58	RATE =	(ADT *		4	
Source (optional): Distric 4 crash	rate is 0.87 per mey for	ignalized inte	rsections		A CONTROL OF THE PROPERTY OF T	

Masslighway

CITY/TOWN: ARLINGTON		: - 11007	COUN	TOATE:	2002	MHD USE ONLY
DISTRICT: To be 450 to	UNSIGNALIZEO:		SIGN	NALIZEO:	* **	Source #
	- INTERSECTION	N OATA ~		****************	***************************************	
MAJOR STREET:	MASSACHUSETIFS AV	ENUE				RIN#
MINOR STREET(S):	THORNDIKE STREET/	TEELSTREE		elyakba		RIN#
			7-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	echine a sal Secolary and		RIN#
		Vacation in the position				RIN#
						RIN#
				第 415年的		
			1627			
INTERSECTION	North _					INTERSECTION REF#
DIAGRAM (Label Approaches)				347		ner# [
(Laber Approximate)						
	688		n 28			
				Z Z		
		Peak Hour	Volumes			RIN# RIN# RIN# RIN# RIN# RIN# RIN# RIN#
APPROACH:	1 2	3	4	5	6	
DIRECTION:	NB 7 SB	EB .	WB -			
VOLUMES (PM):	28 24	688	84,7	Water St.		
	0.09 APPROA	ACH AOT :	17633 333	ADT - TOTAL	. VOLTK' FACT.	
"K" FACTOR:	Separate of the second	ACH AOI . L		•		
TOTAL # OF ACCIDENTS :	# OF YEARS:	3 2	AVERAG ACCIOEN		1	
CRASH RATE CALCULATION:	0.10	RATE =	(A~1,00 (ADT °			
Source (optional): Distric 4 crash	rate is 0.87 per mey for	signalized เกิร์	ersections.	a giệ	The second secon	
Comments:			2.4	:	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	

Masstighway

CITY/TOWN: AREINGTON		NALIZED:			JNT DATE : SNALIZED :		MHD USE ONLY Source #		
- INTERSECTION DATA -									
MAJOR STREET	: MASSACHU	ISETTS AV	NUE				RIN#		
MINOR STREET(S)			ranger of the second			Special Contracts	RIN#		
	eg et by eg kej eg gelen g						BIN#		
							RIN#		
							BIN#		
	a Thereto belle a bridge			San Chronist	ndo Millinghan Ca	Sept Selection of the second			
INTERSECTION	North						RIN# RIN# RIN# RIN# RIN#		
DIAGRAM (Label Approaches)			881		968		REF#		
(Eaber Approaches)		ar greek							
		668							
				1415					
			inter pro Herrical de la composica de la La composica de la composica d						
			Peak Hour		<u> </u>				
APPROACH:	1	2	3	4 ·	5	6			
DIRECTION:	ЙВ	SB	EB	WB					
VOLUMES (PM):	- 1415	884	668	9684					
"K" FACTOR:	0.09	APPROA	CHADT:	43688.889	ADT = TOTAL	, VOL/"K" FACT.			
TOTAL # OF ACCIDENTS :	55	# OF YEARS :	3		GE#OF NTS(A):	18			
CRASH RATE CALCULATION :		1.15	RATE =	(A*1,1 TDA)	000,000) - 365)				
Source (optional): Distric 4 cras	h rate is 0.87	per mev for	signalized into	ersections.	g at glade (10)				

Wasslighway

CITY/TOWN: ARLINGTON		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	COUNT DATE:	2003	MHD USE ONLY					
DISTRICT:	UNSIGNALIZED:	**************************************	SIGNALIZED:		Source #					
- INTERSECTION DATA -										
MAJOR STREET:	MASSACHUSETTS AVEN	uÉ de de la compa			RIN#					
MINOR STREET(S):	A STATE OF THE PROPERTY OF THE PARTY OF THE				RIN#					
WIRVOR OTTALETTOY . 2					RIN#					
. <u>Ú</u>			Berrylis - Carli		BIN#					
<u> </u>	<u> </u>				RIN#					
<u> </u>					A COLUMN					
					RIN# RIN# RIN# RIN# INTERSECTION REF#					
	3 North				INTERSECTION					
INTERSECTION DIAGRAM		133			REF#					
(Label Approaches)										
	1.100		954							
		Peak Hour V	olumes	A Colombia of the Same of the Colombia						
APPROACH:	1 2	3	4 5	6						
DIRECTION:	NB SB	EB	WB							
VOLUMES (PM):	0 133	1100	954							
"K" FACTOR:	0.09 APPROAC	HADT:	24300 ADT = TOTAL	VOLFK* FACT.						
TOTAL # OF ACCIDENTS :	# OF YEARS:	Party of the state	AVERAGE # OF ACCIDENTS (A):	2						
CRASH RATE CALCULATION:	0.23	RATE' =	(A*1,000,000) (ADT*365)	ra igan una manta di Biling di Ambighotana bira mai vari di 3 din 1999 a 3 di						
Source (optional): Distric 4 crash	rate is 0.87 per mey for si	gnalized inter	sections.							
Comments	No.			30万种种温度						

					or resident	Casador Santagada	MASS AVE	PLEASANT ST
2000	5:00:00 PM	Property Chay	Property Only	REAREND	WET	Dark (Road (21)	MASS AVE	PLEASANT ST
0/2000	4:00:00 PM	Property Only	Property Only	REAREND	MEI	Dock(Road Lift	CORNERMASSAVE	COURT ST
2/2001	4;00;00 PM	PROPERTY	PROPERTY	ANGLÉ	bity	DAYLEGHT	MASSAV	RT 60 PLEASANT ST
2/2001	7:00:00 AH	YAULIN	INJURY	MOLE	bRY	DAYLIGHT	MASS AVE	MILTON ST
3/2000	1 3;00;00 AM	His and Run	Hit und Plun	DISSONORMS	Unknown	Unknown	WYMAN TER	MASS AVE
3/2001	1:00:00 PM	PROPERTY	PROPERTY	ANGLE	WET	EAYLIGHT	LAKE ST	MASS AVE
4/2000	9:00:00 PM	Property Cinky	Property City	MANCHAMIL	WET	Dark(Rood US)	HASS AVE	HARATHON ST
4/2001	10:00:00 PM	INJURY	BLIURY	ANGLE.	DRY	DAYLIGHT	MILL STREET	MASSACHUSETTS AVEN
4/2002	9:45:00 AM	Property demage only (none inj	Property durings only (none inj	pengla	joe .	Dayspre	EDGERTON RD	MASS AV
7/2000	12:00:00 PM	Property Only	Property Only	ANGLE	DRY	Daylohi		PLEASANT STREET Risk
7/2002	5:20:00 AM	Property damage only (none ky	Property durings only thone in	Rescond	. Dry	Dark - Sighted medwey	HASSACHUSETTS AVENUE BOULEVARD RO	MASS AVE
9/2001	11:00:00 JAA	INJURY	INJURY	ANGLE .	WET	DAYLIGHT		WINDSOR STREET
9/2/002	3:15:00 AM	Non-falst Insay	Non-Intal injusy	Rese-end	Ðу	Daylight	MASSACHUSETTS AVENUE	HARLOW ST
2/2001	1:00:00 PM	PROPERTY	PROPERTY	REAREND	ORY .	DAYLIGHT	MASS AVE	MEDFORD ST
2/2001	MA 90:00:6	PAGPERTY	PROPERTY	REAREND	WET	DAYLIGHT	MASS AVE	ORVISAD
3/2000	4:00:00 PM	ickury Aceident	Injury Jacobsoni	ANGLE	WET	Dank(Rood (N)	· MASS AV	PLEASANT ST
6/5000	2:00:00 PM	Property Civily	Property Only	RINKHOMM	DRY	Dayight	THE MAN TO THE	MASS AVE
6/2000	4:00:00 PM	Property Only	Preparty Only	ANGLE	Unknown	Daylight	ADAMS SY	RTE 16
77/2000	1:00:00 PM	Property Only	Property Only	ANGLE	WEF	Daylight	MASS AVE	MILL ST
7/2001	5:00:00 PM	PROPERTY	PROPERTY	PHYNOMN	WET	DARKINGADUN	MASS AVE	PLEASANT SY
29/2000	MA 00:00:1	Property Coly	Property Only	REAREND	ĐRY	Dank(Road UI)	MASS AVE	MASS AVE
20/2000	6:00:00 PM	injury Accident	injury Aucident	ANGLE	DAY	Qui book)AnD	LAKE ST	
	7:00:00 PM	injury Accident	Injury Accident	REAREND	WET	Dark (Road Lift)	MASSAVE	PLEASANT STRTES
37/2000	3:00:00 PM	Property Only	Property Only	REAREND	DAY	Deyfort	MASS AVE	PLEASAN'I ST
9/2000	10:00:00 AM	PROPERTY	PROPERTY	MACANHA	YAG	DAYLIGHT	JASON SY	MASSAV
V1/2001	2:45:00 A4	Non-letal injury	Mon-tetal injury	Angle	Was	Day6gh4	MASSACHUSETTS AVENUE	BATES ROAD
11/2002	2:00:00 FM	Injury Accident	Injury Accord	REAREND	DRY	Duylight	MARION AD	HASS AVE
142000	5:00:00 PM	PROPERTY	PROPERTY	ANGLE	DRY	DAWN OR DUSK	MASS AVE	BRAFTON ST
7.5. 7.0 01	5:00:00 PM		Property Only	REAREND	WET	Doy6ght	LAKE ST	mass ave
116/2000	5:00:00 PM	Property Only	MURY	REARENO	DAY	THOUSAGE	PLEASANT ST	MASS AVE
1162001		Property Only	Frogerty Only	ANGLE	DRY	9ny≪gist	ADAMS ST	HASS AVE
117/2000			Injury Assident	ANOLE	WET	Dwylight	ALLEN ST	MASS AVE
71,72000	NA 60:00:0	Injury Accident PAULINY	YAXAN	REABEND	DRY	DAYLIGHT	MASS AVE	MYSTIC ST
/22/2001		YAULM	PUURY	HEADON	DRY	DARK(ROAD-LIFT)	MASS AVE	PLEASANT ST
/23/2001			Papers Only	REAREND	DRY	Dwylight	BAYES RD	MASS AVE
\34\ZD00		Property Only	HUURY	NNKHOWN	DRY	DARKIROAD LIT)	716 HASS AVE	TOWN HALL
/Z4/2001	8:00:00 PM	YRUCHI	PROPERTY	UNKHOWN	DAY	DAYLIGHT	MILL ST	MASS AVE
25/2001	, , , , , , , , , , , , , , , , , , , ,		Property Only	REAREND	DHY	Do/Aghi	Franklin St	Mass ave
N3 IN3 000		Property Only Horsfold Injury	Hon-level Injury	Angle	Đry	Dork - Ephled roadwey	MASSACHUSETTS AVENUE	LAKE STREET
MASOGS			Injusy Accident	UNKNOWN	WET	David Road Lift	ENFAYETTE ST	35 MASS AVE
V30/2000	misoina PM	Injury Accident SHJURY	MJURT	NWOWN	ENTY	DAYLIOHT	MASS AVE	WATER ST
かかるひひょ				REAREND	DMY	Dwylight	MASS AVE	OXFORD ST
PAN-3 000		Property Only	Property Only	ANGLE	Unknown	Unknown	UKE ST	ava ezam
\$ 77/20 00	2:00:00 FM	Property Only	Property Only INJRITY	REAREND	DRY	DAYLIGHT	RTE 16E	HASS AVE
0/R/2001	7:00:00 AM	INJURY		ANGLE	DRY	Daylight	MASS AVE	PLEASANT ST
1/1/2000	12;00:00 PM	Property Only	Property Only	UNKNOWN	-	LINKNOWN	MASS AVE	LICANKLIN
1/1/2001		INJURY	INJURT	ANGLE	WEF	Dayfight	MASS AVE	VARNUM ST
1710/2000		Injury Accident	triusy Accident	ANGLE	DAY	DeA(Rood Ut)	LAFAYETTE	MASE AVE
JF1/2000		Injury Accident	hijury Ancidens		Wet	Dark - lighted roadway	MALSTREET	MASSACHUSETTS AV
V12/200		Properly demons only (none in		Angh UnnnOWH	DRY	DAYLIGHT	MYSTIC STREET	MASSACHUSETTS A
1/1 E/2001		PROPERTY	PROPERTY	REARCHD	ORY	Doyligha	MASS AVE	MYSTIC ST
U18/2004		Injury Accident	Injury Accident	ANOLE	DRY	Derk(Rend DB)	CLEVELAND ST	MASS AVE
1/19/2004		Property Only	Property Only		DRY	Davin or Duck	MASS AVE	MYSTIC
1/21/200		Property Only	Property Only	ANGLE	DRY	Doy-Gate	MASS AVE	PLEASART ST
1/22/200		Property. Only	Property Only	REAREND	DRY	Dwysght	FDAEST ST	MASS AVE
1/25/2004		Property Only	Property Only	ANGLE	, MEL	DARWINGAD LIM	MASSACIRISETTS AVE	ACADEMY STREE
1/29 /20 0		PROPERTY	PROPERTY	UNKNOWN	DRY	DAYNGHT	MASS AVE	WA1ER ST
1/3/2001	12:08:00 PM		PROPERTY	HEADON	DAY	(PLI GAGRIJARAG	MASSACHUSETTS AVE	PLEASANT STRE
1/3/2001	8:00:00 PM	PROPERTY	PROPERTY	ANKHOMM	DRY	Dayfight	TZ HOCAL	MASSACHUSETTS
1/30/200		Injury Accident	Injury Appliers	REAPEND		DARKINGAD UNI.TI)	MARATHON STREET	MASSACHUSETTS.
1/20/200	M9 20;00;8 †	PROPERTY	PROPERTY	HACHORR	WET		MASSACHUSETTS AVE	POND LANE
1/9/2001	5;90;00 PM	PROPERTY	PAOPERTY	REAREND	WEt	DARKINDAD UNUT	ACADEMY ST	HASS AVE
11/6/2000		Property Only	Property Cirily	ANGLE	DAY	Dark(Road Ed)	TEELE ST	MASSACHUSETTS
11/8/2001		PROPERTY	PROFERTY	REAREND	DRY	DARKINGADIST)	MASS AVE	PLEASANT ST
2/1/2000		Property Only	Property Only	ANGLE	DAY	DuySght	MASS AVE	WINDSOR ST
12/1/2000		Property Only	Froperty Only	ANDLE	DAY	Claves or Duck	MASSACHUSETTS AVENUE Rin 2A	ALLEN STREET
2/13/200		Non-lated Mury	Non-také injury	Not reported	Sund, mud, 64, 04, gravel	Doylight	MASSACHUSETTS AVENUE HIN ZA LAFAYETTE ST	HASSAVE
Z/14/200			Snjuzy Accident	ANOLE	TARY	Dwylight		MELROSE STRE
214200			Non-fatal Injury	Passend	4445	(hayligh)	MASSACHUSETTS AVENUE RIM RA E FRANKLIN ST	MASS AVE
2/15/200			Property Only	ANOLE	DRY	Daylight		PLEASANT ST
2/15/200			Injury Accident	REAREND	DAY	Down or Duck	massave massave	ORVIS RD
2/18/200		Injury Auckdoni	Injury Asoldent	UNKNOWH	DRY	Daylight	ADAMS ST	MASS AVE
2/20/200			Property Only	ANGLE	WET	Daysght		LAKE STREET
2/25/201			PROPERTY	REAREND	DRY	OVEKING TUT	MASSACHUSETTS AVE	MYSITC AVE
5/59/300 5/59/300			Injury Accident	UNKNOWN	Unknown	· Unknown	MASS AVE	300 MASS AV F
2\26\30< 3\50\30<			Property Only	ANGLE	PHY	Daylets	12 POND UN RR	LAKE STREET
12/3/200			PEARY	REAPIEND	DRY	DAYLKIHT	MASSACHUSETTS AVE	KILL ST
12/3/200			Injury Accident	ANGLE	DRY	Darwn or Duck	MASS AVE	CLEVELAND STR
12/5/200	-		PROPERTY	UNKNOWN	DRY	DAYLOHT	MASSACHUSETTS AVE	THORNDIKE STR
12/5/200			PROPERTY	UMUNOWIN	· DRY	THOLSYAG	MASSACHUSETTS AVE	LAKE STREET
12/9/200			PROPERTY	PARKHOWN	OTHER	DAYERSHT	MASSACHUSETTS AVE	MASSACHUSETTS A
12/9/200				Not reported	Dry	DAR - Shirt contrat.	ORVIS ROAD	MASSACHUSETTS A MASS AVE
2/1/2001			PROPERTY	ANOLE	DMY	(TLS ONOR SYRAGE	MILL ST	WANTER ST
			Hit and Run	REAREND	· DRY	DanifRood U()	MASS AVE	
2/12/200 2/14/200			PROPERTY	ANGLE	DAY	DAYUGHT	MASS AVE	PALMER ST
			BUURY	ANOLE	URY	DAYDGHT	MASS AVE	GLEVELAND S
			INJURY	BEAREND	bity	DAYUGHT	MYSTIC AVE	MASS AVE
2/15/200			Property Only	REAREND	DHY	Ony/ight	FRANKLIN ST	MASS AVE
2/15/200 2/17/200				REAREND	DAY	Deylight	mass ave	PIT 15
2/15/200 2/17/200 2/2/200		.,.,.,	Property Only	ANOLE	DRY	DAYLIOHT .	MASS AVE	LAKE SY
2/15/2000 2/17/2000 2/17/2000			PROPERTY	ANOLE	DAY	PAYUGHT	MASS AV	PLEASANT ST R
2/15/200 2/17/200 2/20/200 2/20/200 2/21/200		M PROPERTY	PROPERTY PROPERTY	ANOLE	VMC	THOLIYAG	MYSTIC ST	MASS AVE
2/15/200 2/17/200 2/2/200 2/20/200 2/21/200 2/22/200	r) 11:00:00 Ai				DRY	Dwylight	MASS AVE	PLEASANT S
2/25/200 2/27/200 2/27/200 2/21/200 2/21/200 2/15/200 2/15/200	1 11:00:00 A			AMPD B				
2/15/200 2/17/200 2/2/200 2/21/200 2/21/200 2/22/200 2/22/200 2/22/200 2/22/200	11:00:00 Ai 1 9:00:00 Ai 4:00:00 Ph	ž Injury Accident	Injury Accident	ANGLE			BATES RO	MASS AV
2/15/200 2/17/200 2/2/200 2/21/200 2/21/200 2/22/200 2/22/200	11:00:00 Ai 11 9:00:00 Ai 10 4:00:00 Ph 10 9:00:00 Ph	ž Injury Accident ž trijury Accident	Injury Accident Injury Accident	REAREND	MEZ	Derk(Road Lit)	BATES RO MASSACHUSETTS AVE	
2/15/200 2/17/200 2/2/200 2/21/200 2/21/200 2/22/200 2/22/200 2/22/200 2/22/200	11:00:00 A4 01 9:00:00 A5 00 4:00:00 Ph 01 9:00:00 Ph 01 8:00:00 A5	t Injury Accident t trijury Accident t PROPERTY	Injury Accident Injury Accident PROPERTY	rearend	DRY	Day(Rood Lit)		
2/15/200 2/17/200 2/2/200 2/21/200 2/21/200 2/22/200 2/23/200 2/23/200 2/25/200	11:00:00 A4 11:00:00 A5 10:00:00 A5 10:00:00 Ph 10:00:00 A5	t Injury Assistant thing Assistant PROPERTY Property Only	Injury Accident Injury Accident	REAREND	MEZ	Derk(Road Lit)	MASSACHUSETTS AVE	PLEASANT ST R

						Dawn of Ourk	MASS AVE	PLEASANT ST
2/4/2000	4:00:00 PM ·	Property Only	Property Only	ANGLE	DRA		LAKE ST	MASS AVE
2/5/2000	8:00:00 AM	Property Only	Property Only	ANGLE	DRY	Durent or Durek		LAKE ST
	7:00:00 AM	PROPERTY	PROPERTY	ANGLE		DAYUGHT	MASSACHUSETTS AVE	
2/7/2001			PROPERTY	REARCHO	ICE	DARKIRDAD(III)	PALMER ST	MASS AVE
2/1/2001	9:00:00 PM	PROPERTY		AHOLE	DAY	Day Fght	MASS AV	MRLL ST
3/13/2000	2:00:00 AM	Property Only	Property Only		WET	Down or Duck	ACADEMYT	MASS AVE
3/16/2000	5:00:00 PM	Injury Accident	injury Accident	ANDLE	ĐAY	Duylight	HASSACHUSETTS AVE	OXPORD ST
3/17/2000	9:00:00 PM	Property Only	Property Only	ANOLE	-	Unknown	MASS AVE	WYMAN TERR
3/18/2000	9:00:00 AM	Property Only	Property Only	ANGLE	Unknown		HASS AVE	MYSTIC ST
	2:00:00 PM	Property Only	Property Only	REAREND	DRY	· Daylight		VA SEAM
3/2/2000			Property Only	ANGLE	WET	DarigRood Life	ALEWIFE BROOK PKW	
3/27/2000	8;00;00 PM	Property Only		UNKNOWN	DRY	DAYLIGHT	MASS AVE	BAYES RD
3/53/5001	10:00:00 AM	PROPERTY	PROPERTY		Dry	Dark - lighted madway	ALEWIFE BROOK PARKWAY Riv 16 N	MASSACHUSETTS AVENUE RIG 2A W
3/25/2002	11:00:00 AH	Non-letzi irşiyy	Non-Intal Injusy	Reprend	WET	DARRIGADAD LIT)	MASS AVE	FRANKUN ST
3/30/2001	8:00:00 PM	PROPERTY	PROPERTY	ANDLE			MASSACHUSETTS AVENUE	WATER STREET
3/5/2002	NA 00:09:8		Property currage only Incre inj	Argle	Dry	Daylight		MASSAVE
	11:00:00 AM	Property Only	Property Only	ANGLE	DRY *	Day/sylvi	ADAMS ST	
3/5/2000			PROPERTY	REAREND	SNOW	DARK(ROAD LIT)	MASS AVE .	PLEASANT ST
3/6/2/201	10:00:00 PM	PROPERTY			Wet	DwySghil	MASSACHUSETTS AVENUE	CENTRAL STREET
4/1/2002	9:30;00 AM	Property demage only (none in)	Properly durings only (none in)	Angle	DBY	DAYMONY	MULST	BYASSAK
W11/2001	9;00;00 AM	PROPERTY	PROPERTY	MACMAN			MASSACHUSETTS AVENUE	CLEVELAND STREET
471/2002	9:00:00 AM	Property duringer only (none inj	Property damage only (none by)	Angle	Dry	Daylight	MASS AVE	WYMAN YERR
U12/2001	8:00:00 PM	PROPERTY	PROPERTY	ANGLE	MEI	DARK(ROAD LIT)		MILTONST
		MURY	PAULA	REAREND	WEL	(TLI GAGRIJARA)	MASS AVE	
N.15/2001	8:00:00 PM		INDURY	ANDLE	ĐAY	DAYLIGHT	JASON 5T	HASS AVE
4/13/2001	6:00:00 PM	PAULM		AHOLE	ĐH!'	DAYLIGHT	MASS AVE	ACADEMY ST
W18/2001	12,00000 PM	PROPERTY	PROPERTY		WET	Daylight	LAFAYETTE ST	MASS AVE
4/25/2000	MA 00;00:8	Property Only	Property Only	ANDLE			MASS AVE	CHANDLER
4/25/2001	7:00:00 PH	PROPERTY	PROPERTY	VHOPE	DRY	DAYLIGHT	MASS AVE	MILLST
	9:00:00 AM	PROPERTY	PROPERTY	ENKNOWN		DERNOVAL		POND AV
M2001			Property Only	REAREND	WET	Down or Bush	MASS AV	
4/4/2000	5;00;00 PM	Property Only		ANDLE	OAY	Duylight	HASS AVE	GWAN PL
48/2000	3,00,00,044	Injury Accident	irjuty Accident		Dry	DiryGghi	MASSACHUSETTS AVENUE	AMSDEN STREET/MAGNOLIA STREET
6/02/002	2:10:00 AM	Horsintal brivey	Non-fetal byury	Angh.		Doylight	CENTRAL ST	mass av
5/1/2000	12:00:00 AM	Property Only	Property Only	ANGLE	ÐAY		CENTRAL ST	MASS AVE
	7:00:00 AM	Property Only	Property Only	ANDLE	DRY	Doylight		EDERTONRO
2/1/5000		PROPERTY	PROPERTY	ANGLE	DRY	DAYLIGHT	MASSACHUSETTS AVE	
\$71/2001	144,00;00;7			REAREND	DRY	DAYLIGHT	MASS AVE	ACADEMY ST
3/14/2001	7:86:00 PM	Property	PROPERTY	UNIGIOWN	ĐAY	DaySoNt	MASS AVE	WINDSOR
5/15/2000	MA, 90;90;8	Property Only	Property Only	•	• · · · ·	DAYLIGHT	COURT	MASS AVE
5/18/2001	12:00:00 PM	PAOPERTY	PROPERTY	ANGLE	DRY		MASSACHUSETTS AVENUE	MILL STREET
5/20/2002	12:30:00 PM	Non-total bring	Horitad righty	koglo	Dry	Daylight	MASSACHUSETTS AVENUE	PLEASAVII 57
	2:00:00 PM	Property Only	Property Only	ANGLE	DRY	Dayeges	mirano arrigi	MASSAVE
\$431/2000			YAUAN	ANOLE	MEI	DAYLIGHT	ORVIS RD	
5/22/2001	MA 90;00;B	PLUMY		Not reported	Dry	Dayleti	CLEVELAND STREET	MASSACHUSETTE AYENUS
6/5/3/3/005	1,300:00 A3A	Property demage only (none in)	Property damege only (none inj		Dry	Daylight	HASSACHUSETTS AVENUE	MATON STAGET
5/22/2002	7:45:00 AM	Non-letel injury	Non-fetal injury	Single vehicle cresh		Dark - Eghard madwey	MASSACHUSETTS AVENUE	WYMAN STREET
P/26/2002	6:5 0:05 AM	Non-Intal Injury	Non-teinlingury	Angle	Dvy		MASS AVE	ATE 10
	4:00:00 AM	PROPERTY	PROPERTY	ANOLE	ĐAY	DAYLOUT		MASS AVE
M31/2001		PROPERTY	PROPERTY	REAREND	DAX	DAYLIGHT	MYSTIC	
5/4/2001	3:00:00 PM			ANGLE	DAY	Dayleyka	MASSAVE	PLEASANT ST
5/5/2000	3,00,00 PM	Property Only	Property Only		DITY	DAWN OR BUSIC	MASS AVE	MILLEY
5/5/2001	8:00:00 PM	PROPERTY	PROPERTY	ANOLE	WET	THENNAG	MASS AVE	PLEASANT
\$7\$72001	E:00:00 AM	SHJURY	IHAURY	REAREND		DAYLIGHT	MASS AVE	PALMER ST
6/14/2001	7:00:00 PM	PROPERTY	PROPERTY	ANGLE	DRY		MASS AVE	RTE 60
	12:00:00 PM	MUURY	MUNICY	REAREND	ORY	DAYMOHT		LAKE BY
6/15/2001			INATRY	ANOLE	WEI	DAWN DR DUSK	MASS AVE	
6/17/2001	7;00:06 PM	HAJURY		ANGLE	DRY	DAYLIGHT	MASS AVE	WATER ST
B13/2001	1,00,00 PM	PROPERTY	PROPERTY		DAY	THOUSEAG	MASS AVE	CLEVELAND ST
8/7/2001	#100,00 PM	PROPERTY	PROPERTY	ANOLE		One (Road US)	HASS AVE	PLEASANT BY RIVE 6
6/22/2000	10:00:00 PM	Triusy Accident	Injury Accident	REAREND	DRY		MASS AVE	WINTER ST
E/24/2001		INJURY	INDRY	ANGCE	MEI	DAYLXXX		PLEASAHT ST
			Property Only	REAREND	DRY	Daylight	MASS AVE	
6/2/6/2000		Property Only		ANGLE	DRY	Day [©] ghi	MASSAVE	MILLST
6/20/2010	7:09.00 PM	Property Only	Properly Only	READEND	DAY	DAYLIGHT	mass ave	Franklin St
6/30/2001	1200.00 PM	MUDRY	MYN4A		Wat	Doylight	MASSACHUSETTS AVEHUE	ASON STREETMAL STREET
6/5/2002	10:15:00 AM	Non-lassi injury	Nordani kýsty	Angle		PARIBLEYAG	STE MASS AVE	TR 2MAGA
E/E/2001	12:00:00 PM	PROPERTY	PROPERTY	ANGLE	DRY		MASSACHUSETTS AVENUE	OPVIS ROAD/ORAFTON STREET
8/0/2002	1:15:00 AM	Not Reported	Not Asported	Angle	Wei	Deylight		MASS AVE
		- //	Injury Accident	REAREND	MEI	Duylighi	ACADEMY ST	
6/7/2000		Injury Accident	Hon-taled injury	Angle	Wet	Day ² gh)	MASSACHUSETTS AVENUE	LAKE STREET
8/7/2000		Mon-felal injury		REAREND	ĐAY	DAYDOHT	MASS AVE	EGERTON RD
7/11/2001	7:00:00 AN	THAURY	INJURY		DRY	THOLIVAG	MASS AVE	MILL ST
7/38/2001	10:00:00 AM	PROPERTY	PROPERTY	ANGLE	DRY	DAYLIGHT	MASS AVE	MILL ST
7/16/200		SNLRSRY	INJUSTY	ANDLE			MASS AVE	MYSTIC AVE
		PROPERTY	PROPERTY	DHICHONA	DRY	DANUGHT		MARATHON ST
7/18/200		PROPERTY	PROPERTY	ANOKE	PRY	DAYLKHI	MASS AVE	
7/18/200				REAREND	DRY	Onylight	HASS AVE	ATE 60
7/19/200		înjury Accident	Injury Accident	UHKNOWN	DRY .	DAYLKHT	MASS AVE	MILL ST
7/2/2001		PROPERTY	PROPERTY	AHOLE	DRY	Dwylight	MASS AY	PLEASANTST
7/20/200	\$4A,00;00;a q	Property Only	Property Only			Dechots	MASSACHUSETTS AVENUE	JASON STREET
7/20/200		Non-firtal Injury	Novel stell injury	Angle	Dry	DAYLIGHT	EGERTON RD	MASSAVE
7/23/200	4	PROPERTY	PROPERTY	ANGLE	DAY		PLEASANT ST	MASS AVE
		PROPERTY	PROPERTY	REAREND	DRY	DAYLIGHT		MASS AVE
7/25/200			Property Only	REAREND	WEI	Daylight	FOREST ST	
7/26/200			PEDRY	ANGLE	DRY	DAYLIGHT	119 MASSAVE	CHURCH
7/27/200				REARENO	DRY	Ø=yA-yhit	MASS AVE	PLEASANT SY
7/29/200	0 5:00:00 AM		Property Only		WET	Doylord	MASS AVE	WYMAN ST
7/31/200	0 7:00:00 AM	Property Only	Ргорелу Ону	PEAREND		Daylight	MASS AVE	ORVIS FID
7/7/2000			Injury Accident	PHHYDAN	MÉL		BALES RD	MASS AVE
			injury Accident	ANGLE	(NRC)	Dwyfight		TUFTS ST
7/8/200			PROPERTY	UNIONOWN		GAYLIGHT	MASS AVE	
7/9/200			Non-fatol Injury	Sideshipe, opposite describe	Dry	Deylight	MASSACHUSETTS AVENUE	WINTER STREET
8/1/200				. Rest-end	Diy	Dark - Ryhind roadewy	MYSTIC STREET	MASSACHUSETTS AVENUE
N/1/200					DBY	Dwyng+R	MASSACHUSETTS AVE	TUF7S ST
8/10/200	00:00:00 PM	Property Only	Property Only	ANGLE		DANKINGAD UT)	MASS AVE	PATE 16
6/16/200			TRULII	REAREND	, DAY		MASS AVE	WATER ST
8/15/200			Property Only	NOLE	DRY	Daylight		PAILROAD
			Injury Accident	UNKNOWN	DAY	Doylord	MASS AVE	
8/72/700				REARCHO	DHY	Daylegta	9ATES RO	MASSAVE
IJ22/200			Property Only	REAREND	0901	Daylight	MASS AVE	PLEASENT STRIE 6
8/2/3/200	00 \$2:00:00 FB	it His and Aven	Hii and Ren			Daylight	CLEVELAND	MASS
6/31/204			Injury Accident	ANOLE	DRY		HYSTIC ST	MASS AVE
			PLUMA	ANGLE	(CE	NAKOKOHNR		MASS AVE
b/1/200			Injury Aceident	UNKHOWN	DAY	D-M ₍ (d)×	CENTANL ST	
9/1/200			M30MA	WWW.	DRY	DAYLIGHT	MASS AVE	£/9 156
3/1/200				REAGEND	DRY	Daylots	MASS AVE	PLEASANT
9/31/20	50 9;00;00 A%	E Property Only	Property Only		DBY	Druki/Rond UQ	LAKE 57	MASSAVE
2/13/20		M Property Only	Property Only	DHKNOWN		DAYLIGHT	MASS AVE	CLEVELANDST
9/14/20			PROPERTY	ENGNOWN	WET		MASS AVE	LAKE ST
			PROPERTY	. ANGLE	DRY	DAYLIGHT		MASS AVE
9/22/20			Property Only	ANOLE	DAX	Shylighi	MARATHON ST	
9/25/20				REAREND	WET	DARKIROAD LIT)	MASSAVE	MARJON RD
3v52v50			BLAPAT	ANOLE	DRY	DARKINGAD LIT)	MASS AVE	LAKE ST
9/25/20	01 9:00:00 PA	A PROPERTY	PADPERTY		Dγ	Onylighi	CLEVELIND STREET	MASSACHUSETTS AVENUE
9/27/20	02 5:00:00 A#	It Property demage only (none i	nj Property dumege anly (name in)	Angle	· · · · · · · · · · · · · · · · · · ·			

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DUZDOZ 5250 AM Properly damage only (nors in) PROPERTY. UNKNOWN DITY DARKGROAD LTTY CLEVILATO ST MASS AVE 9/02000 EVO DRY UNIVERSAL UNIVERS

AAY SEMMOCA	Char	DaySqlvt	P	Artgee		digat		0 1		- «	y N	Proparty darriage and Inane in	12 00:00 PM	2/11/2003
BAN HARD AYE	Snowlikituding saint, shire	Clave	Sheri	Hade-on		Hand-48		Or E				Non-latal liquity	PKY 00/25/0	-
32a MA33 AVE		Daylight	19.65	àngle		Angle		9 1				April 15 July 100 h	2.09:00 AM	
TOT MASS AVE		Dark - Egitted residivity	We.	MALE AND		Handes		,				His Reported	PAY DO'605	
274 WASS AVE		Ondigit	ş	Angio		Arois		•				Hamilal allaguly	SCHOOL ALC	
ada MASS AVE		Daylaghi	Q _V	Figit reported		Not inpuring						Property demans only (none in)	NY 00:00'S	
AV SSATIRE		CapalyN	710	Single venicle crean	'n	אנונים פלולונים היינולל		•				Proparty durage only (neon in)	9.00:00 AM	
a7\$ SJASE AVE		Outopy	Ş	Regrend		Rayang		* *				Non-fatal legisty	MY 00:8231	
ON ESTATION		Carpiero	34.0	Resi-pol		Bearing and		. 5				Properly damage only (none in)	8:00:00 AM	7/00/2003
SAY SSYM ME		DaySun	νo	Angla		Anola		• •			-	Non-latel frawy	3/15/00 AM	\$2000
SAY SSYM SLC		Caylight	9	Ray-god		Rendered		, 4			~	Property durings only (neve le)	12:54:00 PM	7/1/7003
34x 55xtH 065	*	Roj rejustosi	Rel reported	Net reposed		Rol reported		* <		· -	. R;	tion-falet injury	21V 00:05:3	124/2003
at 2 MASS AVE		Digital and	\$rd	Rearment		Rearies		- 0		. "	, .	Apply 19 19 Co.	11:57:00 404	M10/2003
TAN SCHOOL ONE		Dayloght	ş	Rapr-god		Raz/-and		> 1				Hol Reposed	7:40:60 444	5/18/2002
770 1745 AVE		Daylight	940	#lgad-an		Need-for		0 4			, -	Nos-fatal injury	PPY 00:00 FF	
ZVA SSAM CAS		Dark - lighted readway	Snow	Single rehide costs		Sixuale vehicle crack		> [Mondard Injury	7:28:00 ALL	
TOO NUMBER AVE	Clear	Daylight	Ογ	Single vehicle crash	۶.	Sing's veride dash		•				Non-data Injury	PLY 00/16/3	
ZAY SEYN ELP		Dark - Egoled roadway	MM	Signey(ee, same direction	ALLEY.	Signature, came directly				• =		Property demonstrate only leave by	12:00:00 PM	
TIT HARS AVE	Cut		Q _y	Rel (apprise)		hadring the				• -	. ~	Properly semage andy (none lo)	8:48:00 AM	
SON MASO AVE		Daytight	SAME MIND OFF AT A GOVERN	Angle		AND		• <		, «		Net Reported	2:35:00 444	
THE WASSAME	Clear	Daylight	WG WG	Relaypented		Not separted		٥. د			• •0	Property demands easy tracks in	Bianith Ald	
23 25 WASO 4VE		Dark - Tighted readway	P¥.	****		Jack						Not Reported	102000 AN	
3AY SSYAL DOL	Classic 1	Dayloghi	Dγ	Liphnows		Undergran		, .				Non-Intal Injury	\$:57:00 ASI	
an KUSS AVE		Daylighi	Ą	Single velocia crysh	\$	Sieglo vehicle grash					_	Kon-laul Way	FYV 00035	
30 KASS AVE		Daylight	Вvy	Single restricts creeb	9	Single which work					- 40	Property electes saly feore its	3:45:50 AM	
347 55 YM 562	Clay	Daylight	Dy	Regrand		Standard				. 6	- 40	Hel Reported	12:43:00 514	
ZES WAS AVE		Dark - lighted roadway	Z.	Acails		A PARTIES AND A		. 0			_	Non-fatal telephy	8:45:00 AM	
SO WASS AVE		ShyGgM:	₹.	Rest-sand		Carringo		. 0				Analyst parterioral	BODDO AM	130500Z
82 WAS AVE	Clear	Dayloght	8	Bastant		- Figure		. 0		٥	N.	Not Reported	YEAR DOLDGE	\$00\$/sl
BYN SSYM DSB		Osyaghi	D 1	According to the last of the l		Canada Salata		٥	_	۰	2	Hot Reponts	10.00.00.414	U1202
BY SYMY (B		Dayloghi	D _V	Danish may	Occupio	Solitarios, mario de comina			-	D	N	Neil Pagentine		
BAS ALASS AVE	Close B	Oxyloge	ρ.	Citation and a Citation		mgrae		D	-	D	2	Properly damage only from ini		
23 KULSS AVE		Daylight	P.	Ancie		Self-flex			_	-	20	Ron-Intal Injury	103600 44	
STB SAASS AVE		DayEgru	Wat		DOT-WASARS	MACHINE	\$	0	_		-	ABIITA	6:00:04 PM	
715 HASS AVE		DAGRORDAD LITT	Yes		COLUMN	ARGUE	W	0	-	D	~	AIBBAUSA	Feb (0/200-2	
BYY SISPTY IN		CANTICAL	NAME OF THE OWNER O		ORGEN AT	TENER	r	0	-	D		ALUNACHA	244 OC:00:3	
SAY SSYM FR	CLEMB	DANICH	TOWA .		PARTICI	STONY	3	D	_	Φ	2	PROFERTY	10 CC CC 10 CC	
SAV SSYM OPE		MACHINE	2	c		MWORONN		٠		Tab		PROPERTY	FIG 00:00 E	
SAN SSTRIBE	LINSPEC 2	EMERICAN AND	UNIT	_	MANAKO	MAGNOSTI		٠	c	*	υ	NHARY	a new Dist	
SAN SENTENCE DIE		DANLOH	ANG		MATRAE	THICKE	m	9		-	2 1	NOT SELECT	1200000 FJA	
TAN COMM ON	2000	CHOCKARD	ANG	3.20stv	SPEEL OF	ARGLE	£		o	•	٠.	PRODUCT TO THE PRODUC	200000000000000000000000000000000000000	
BOX LIANS AVE		DATE CHI	Azed		PEDEST	NACSONAL		-0	ca.			NATION A	274 00300	
ANY SCYNA ASP		STI CHOUSTONS	DRY	_	DREWT	REAREST	e e					PROPERTY	#20:00 PSJ	
MA SEVINES	SPASON	DAYLIGHT	VRIO	NAMONOUS C	DOMENT	NAMONONN	m .	- 6		٠,	. na	ABULA	4,00:00 PM	
635 SUASS AVE		DANFICHA	ANG		FORINE	REAGENS	E #				~	MUURY	7:00:00 Ps4	
SEE MASS AVE	RAN 3	DVDK(KOVD FU)	整四		NALLY.	3 /2/4		- 6			, No	MUCRY	2,00:00 Pis	
25 MASS AVE		DAYLOHY	ANG		TANK AND	\$1200	*		, -		2	ALABAOAS	5-00:00 PM	
32a HASS KVE		DASHA DIS DASKO	NET .	D Ubackania	CARGOVI	27007				D	2	PROPERTY	PLA DOLDOLG	
BES MASS AVE		DAYLIGHT	DRY		STORYGE	CAMPAGE -	le.			Đ		Property Only	114 05 60'S	
23 KIASS AVE	RASi	Ders(Read Lift)	EJW.	REAGEND	TO STATE OF	Controllera	7 11	,		a	2	Property Only	rie 00:00:9	
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Safety Data from the Town of Arlington

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Date of Birth Date of Birth 1 Sex 2 MO. DAY YE. I Sex 2 Date of Birth 1 Sex 2 Privet's License Number and State		aleig diZ auou,	i , nwoflyllO	noisted of Operator	ΛEΗ
Apperoximate Cost Type	эң ругуб	94	y only may be willen here	Owners Name and Address Name of Insurance Compar	I CLE
Driver's License Number and State	- Callogs spitoiet one		CIIA,LONU	Name of Operator	H = \
2 MDC s police	yecsion had been taking resion on drugs? Silon or drugs? New dedge has any operator vest or drugs?	Did you no that an op any media any media or the thank of a hour tarm and a hist	T. SUBMITTING REPORT Day of the Week Day of the Week	Date of Accident	

att	-		sign report in space pro n Where Accident Occurred	OVIGEG D	perow.	Neares! M	le Marker	Number of La	ines	A	Rorary	R		med on Ramp
						L	- 145				Yes 2 No	FINE	On rama	
	> ∥	Street Nam	e or Roule Numbel			al intersection	an witti						foule nu	S E W
. /	4	Which dire	clion was each vehicle travel			Or — II no	ol al interse	ction, lift in below	0		internation	۱ ,_	going On ramp	1 1 1
	. 11	Vehicle /	SEW N	S E	<u>w</u> .			N S E	br	idge, mil	e marker.	2	Toute nur	
	C N	No 1								itroad.			going [
,						Other Lan	idmarks:			M00070.0000		L	STREET, A	
		Accident 1	nvolved Callisian With:	CONTRACTOR DO	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		7 Over	urned in road			If collision in of the follow		wo or mpre	vehicles mark one
	T	1 Pe	destnan 4	Railroad	d Train	1		olf roadway collision		в[Truck			
, [P	2 Mg	lor Vehicle 5	Ran oll object	roadway hit fixed	t t	9 Fixes	t object on shoulde valk or island	€r	c [troped 1 Rear 1	End	2 Angle	3 Head On
	E	, Mc	nor Vehicle 6	Bicycle			A Sch	ol Bus		0	Other			
1	-	What were	vehicles doing pilol		as pedesliian localed at li	me al	RO	O SURFACE		CO	LLISION CONDITIONS		LIGHT C	ONDITIONS
,		to accident Mark appro			? Mark appropriate box		х			X		×	_	
-		Vehi	cle	ı X	Al intersection		Dry		1		Ha median barsier		Daylight	
j l	0		2	5	Within 300 feel of intersection	2	Wel		2	1	Ha guaré call	2	Dawn ot	
ı	L)	Making right turn	3	More than 300 feet from intersection	3	Sho	wy		1	Hit curbing	3		s — rozd lighted
	S	2	Making teli luin	4	Walking in slieel with traffic	<u>4</u> 	tcy On	or	4	1	Hii abulmeni Hii signposi	11		s — road unlighted
J	0) E	Making U luth Going straight ahead	5	Walking in slieel against traffic	,		D CONDITIONS		-	Hit utility or light pole		7	CONDITIONS
7	N	s .	Passing on right	5	Standing in street) CONOTTO-S		+	Hit tree		Clear	
	ļ	6	Passing on left	7	Getting phiall vehicle			Detects			Embankment:	2	Foggy	
J	c	7	Sinp sign	a	Warking on vehicle	2	Но	ės, ruts, bumps			Ditch	3	Cloudy	
*1	N	8	Skidding .	9	Working in sireel	- · 3	Fo	eign matter on surface	-	<u> </u>	Rock ledge	6	Rain '	
Ì	P	9	Slowing or stopping	B	Playing in street Not in street		.04	lective shoulder		8	Stone walf	5	Snow	
J	T	A	Clossing median sleip Deveiless moving	10	Other	15	- Ac	ad under construction		c	Budge 194	6	Sleat	
	ON	8	Racking		TRAFFIC CONTROLS	-		het		0	Other		enemiknouske	
ļ	s	0	Starting in Italia	1 [x			ON THIS DIAGRAN			NED. of your accident, writing in st	reel or i	nighway nai	mes or numbers.
2		E	Starting from parked position	1,1	Stop sign		1 Numbe	each vehicle and						
	1	F	Parked	2	Yield sign		by arro				4. Show railed	oad by:	*****	- 6-6-6
1		G	Sialled or disabled	3	Warning sign		2 Use so	id line to show path			2 SHOW CISIO			n landmarks; iden-
j		H	Stalled or disabled with liasher on	4	Signal light		-	dotted line		ccideni	·	-	name or hu	moer.
,		J	In process of parking	5	Officer or flagman Railroad crossing g	110					6 Indicate no		511UW, 63	(\mathcal{O})
1		K L	Itom alley or driveway Making right turn On Led	╢;┼	Railroad automatic			: :		•	.•	٠,٠,		
		1,1	Enleting median	В	Control device not	working	•••	•••	•				•	• • • •
1		N	Crossed median	9	No control present		•			• • •		•••	·.	
	-	0	Other .		No turn on red		••••			••••	•		• • • • •	
1	- 1 '	0						. •	٠.		*			
1	1.	A		INDIC	AVE		•	• • • • •	• • •	•			• • • • •	·····
- 1	- [R		DOR:			•				••			
, . /	. ,	A M							•	• .				
٠,	F		Operator (mark one or m	1016)	Operato	F		0	perator			T	Operator	
1	-	Ÿ	2					1	S				3 2	, , , , , , , , , , , , , , , , , , , ,
1	- 1		Operating Under Liquot	Inlinence	DI 6	- 5	Passing	8			garded Traffic Light	G		Leaving Scene of Accident
,		A 2	Operating Under Drugs	Inlluence	: ol 7	On Wich	ng Side of F rtaking	oad C		- ∮ Signs		н		Other Moving Viola- tions (explain below)
: ! !		3	Exceeding Lawlu		(9)		Give Prop			Traffi	garded Other c Control mer Start hom	1		Operating to Endanger Failed to Stop for a Schoolbus
, ,		N 4	Failed to Grant F to Other Vehicle Failed to Grant F			4 '	r Turning M	11 1	-		oper Start from ed Position	K		-i
		S 5	lo Pedestrian	-grit Or V	Vay A	Uninsu	ng Unregiste ed Vehicle	160 F	Щ.	impid	oper Parked Position	M		No Violation
i	'		ribe Whai Happened (Refer	to Vehicl	es by Number)							N		Seal Belt (Operator)
		Citation	Number if issued									0		Seat Bell (Passenger)
	Ì													
1					•						•	, ,		
i,	,													
		Signal	ule	Nama	and Bank			Police	e Deol	-			Date	

eroul wass whe no enwitheran we sehavere are vive size sizes with seize necessary information w

%/####
N P-8 F-C
T 2 H 2 P

Vanasse Hangen Brustlin, Inc.

Critical Lane Volume Analysis

TRANSPORTATION - RESEARCH

CIRCULAR

Transportation Research Board, National Academy of Sciences, 2101 Constitution Avenue, Washington, D.C. 20418

INTERIM MATERIALS ON HIGHWAY CAPACITY

modes

- 1 highway transportation
- 2 public transit
- 5 other

subject areas

- 12 planning
- 21 facilities design
- 54 operations and traffic control
- 55 traffic flow, capacity, and measurements

Critical Movement Analysis

·19

(Example 1)

Note: "(R)" denotes a recalculation.

Step 1(R). Identify Lane Geometry. Left turn lanes are added on Approaches 3 and 4.

 $\frac{\text{Step 2(R). Identify Volumes.}}{\text{shown on the form.}}. \quad \text{Volumes, in vph}$

Step 3(R). Identify Phasing. The existing two phase signal will be analyzed.

Step 4(R). Left Turn Check. Step 4(R) is identical to the preceding Step 5.

Step 5(R). Assign Lane Volumes. Left turns are assigned to left turn lanes and through plus right turn volumes are distributed equally to the remaining lanes.

Step 6(R). Critical Volumes. Critical volumes for phase Ala2 on Approaches 1 and 2 are 795 ± 40 LT or 455 + 50 LT. Use 835. Critical volumes for phase A3A4 on Approaches 3 and 4 are 165 + 120 LT or 265 + 90 LT. Use 355.

Step 7(R). Sum of Critical Volumes. The sum of the critical volumes is (835 + 355) or 1190 vph.

Table 6. Level of Service Ranges

				, , , , , , , , , , , , , , , , , , , ,
	PLANNING	Applica	tions (in v	ph) .
Level		'Maximum	Sum of Cri	tical Volumes
of Service		Two Phase	Three Phase	Four or more Phases
А	,	900	855	825
В		1050	1000	965
(c)		1200	1140	1100
0		1350	1275	, 1225 .
E		1500	1425	1375
. F			not appl	icable

OPERATIONS AND OESIGN Applications (in pch). (deleted)

Step 8(R). Intersection Level of Service. Using Table 6, the value of 1190 vph falls within the range of 1051 to 1200, or Level of Service C for two phase operation.

Step 9(R). Recalculate. No recalculation is necessary as it is demonstrated that left turn lanes alter the intersection Level of Service D to C.

Table 3. PCE Values: Left Turn Effects -

		~			
Left Turns Allowed from	Left-Through Lanes ^a			1,	
1. No Turn Phase	Opposing Volume, in vph: I left turn equals:	0-299 1.0 PCE	300-599 2.0 PCE	600-999 4.0 PCE	1000 + 6.0 PCE
2. With Turn Phase	1 Teft turn equals 1.2 PCE	<i>'</i>			
:Left_Turns Allowed from	Left Turn Bays Onlyb			`*,	
3. No Turn Phase	Opposing Volume, in vph: 1 left turn equals:	0-299 1.0 PCE	300-599 2.0 PCE	600-999 4.0 PCE	1000 + 6.0 PCE
4. With Turn Phase	1 left turn equals 1.05 PCE				

PCE Values are used in Step 5, PLANNING applications, to develop a distribution of volumes among several traffic lanes. PCE Values are also used in Step 7, OPERATIONS AND DESIGN applications, to convert left turn volumes to passenger car volumes prior to adding them to through and right turn volumes, in pch.

bPCE Values are used in Step 7, OPERATIONS AND DESIGN applications, to convert left turn volumes (operating from a turn bay) to passenger car volumes, in pch.

Source: W. R. Reilly (NCKRP Project 3-28), based on a synthesis of various data, including Ref. (5).



Project: MASS AVE

Project # 09145

Location: ARLINGTON

Sheet) of Co

Calculated by: SLL

Date: 3/18/05

Checked by:

Date:

TITLE CRITICAL LAWE BY PHASE

MASS AVE AT PLEASANT STREET - EXISTING VOLS

4 PHASE SIGNAL

いけい

Consileral pros

VOS from Louis Begar Group (FOS) ACCIDETED TEARS BORTHOOD ASSESSMENT

WEFKDAY MORNING

EXISTING

163 580 21 798 11ane 11ane 11ane 21aness 163 + 580 + 211 : 399

1353

WEEKDAY EVENING

214 540 173 869 11ane 11ane 173 + 435 1362

PROPOSED - SIGNAL OPBRADE & COORDINATION



Project: MASS AVE

Project # 09145

Location: ARCINGTON

Sheet IA of GA

Calculated by: SLL

Date: 4/19/05

Checked by:

Date:

THE CEITICAL LANE BY DHASE

11. growth - 10 years

WEEKDAY MORNING

EXISTING

186 641 233 881

There There There 233 + 441

1495

WEEVDAY EVENING

 $\frac{1}{236}$ $\frac{596}{11ane}$ $\frac{191}{11ane}$ $\frac{0160}{21anes}$ $\frac{236}{1503}$ + $\frac{596}{1503}$



Project: MASS AVE

Project # 09145

Location: ARCHUGTON

of G Sheet Z

Calculated by: 'S&L

3/18/05 Date:

Checked by:

Date:

TITLE CRITICAL LAWE BY PHASE

AVE AT MEDFORD STREET - EXISTING VOLS

2 PHASE SIGNAL + PEDS

(MY) MA

(1020) 887

Vols from Louis Berger Group (FGS) ARLINGTON TRANSPORTATION ASSESSMENT

WEEKDAY MOENING

EXISTING

Zlanes

226 052

8787

WEEKDAY EVENING

197 1272 lane 2 lanes 197 636

833

PEOPOSED - SINGLE LANE

Morning

OUG

Evening 0.59 A



Project: MASS AVE

Location: APLINGTON

Project # 09145 Sheet 2A of CoA

Calculated by: SLL

Date: 4/19/05

Checked by:

Date:

Title

MASS AVE AT MEDFORD STREET - FUTURE VOLUMES

£ 183 (198) 4 1256 (1207)

(218) 250 (1127) 980 J

11. growth → 10 years AM (PM)

WEEKDAY MORUING

EXISTING CONDITIONS

250 Hane 1439 Zlanes 720 250+

19701

WEEKDAY EVENING

218 1 lanc

303 218 +

921



Project: MASS AVE

Project # 09145

Location: ARLINGTON

Sheet 3 of 6

Calculated by: SLL

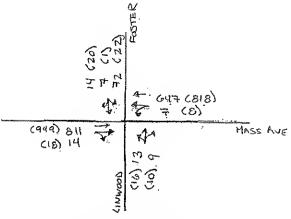
Date: 3/18/05

Checked by:

Date:

TITLE CRITICAL LANG BY PHASE

MASS AVE AT LINWOOD ST/FOSTER STREET - EXISTING VOLS



ZPHASE SIGNAL

- 1+1

from the 2002 Louis Berger Group Study MASS AVE GREEFOOR STUDY AM (PM)

EXISTING

WEEKDAY MOENING

 $\begin{array}{ccc}
 & & \downarrow \\
825 & & q_3 \\
\hline
2100000 & & 10000
\end{array}$ 413 + 93

WEEKDAY EVENING

au7 Zlares

484

+ 44

44

528

PROPOSED - SINGLÈ LANE

WEEKDAY MORNING 825 93

825 + 93

25, 6

1918

LOSA .TI.

WEEKDAY EVENING

guil lige ligh

967+44

[1011]

LOSA .74



Project: MASS AVE

Project # 09145 Sheet 3A of GA Location: ARCINGTON

Calculated by: SLL

4/19/05 Date:

Checked by:

Date:

Title

AVE AT LINWIGHT STREET / FOSTER STREET - FUTURE VOCUMES

AM(PH) 11. growth - 10 years

WEEKDAY MORNING

EXISTING CONDITIONS

[556]

WEEKDAY EVENING

534 + 47

PROPOSED CONDITIONS - SINGLE LANG ON MASS AVE

911 + 103

1014

47 Hane 1068 Ilane

[1115



Project: MASS AVE

Project # 09145

Location: ARLINGTON

Sheet 4 of 6

Calculated by: SLL

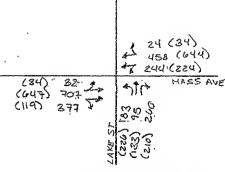
Date: 3/18/05

Checked by:

Date:

TITLE CRITICAL LAWE BY PHASE

MASS AVE AT LAKE STREET - EXISTING VOLS



3 PHASE SIGNAL + PEDS

50/-15

ASSUME ADVANGE IS 10 Sec > 12.5% of CYCLE LENGTH

Volumes from "The Louis Berger Group, Inc" Shory TAN 2002 HASSAUE OPRIDOR STUDY

XISTING

403 + 244 + 558

4- 454 (678-224)

434 + 224 +

Zud. 1116 Zlanes llane.

244 - 558 + 538 1040

TRAFFIC SIGNAL UPGRADE & COORDINATION WEELDAY EVENING

224 Lianc Zlanes

224 400 569 1193

* SHOPET -LONE 75 = 3 VCh/p x 45 cycles/h = 135 Vph

AM 538-135 = 403 N 1 LONE

569 - 135 = 434 M 1 LEGE



Project:

Project #

Location:

Sheet 4A of GA

Calculated by:

Date:

Checked by:

Date:

Title

MASS AVE AT LAKE STREET - FUTURE VOLUMES

3 PHASE SIGNAL

47/4/5

ASSUME ADVANCE IS 10 DC = 12.5% OF CYCLE LENGTH

1% growth - 10 years

WEEKDAY MOENING

EXISTING CONDITIONS

1 V

594* 270 1232
2100

US9 + 270 + 616

WERDAY EVENING

1 - E 494* 247 + 502

Project: MASS AVE

Project # 09145

Location: APLINGTON

Sheet 5 of 6

Calculated by: SLL

Date: 3/18/05

Checked by:

Date:

TITLE CEITICAL LANE BY PHASE

MASS AVENUE AT THORNDIKE STREET - EXISTING VOLS



Project:

Project #

Location:

Sheet SA of GA

Calculated by:

Date:

Checked by:

Date:

Title

MASS AVENUE AT THORNDIKE STREET - FUTURE VOLUMES

il growth - 10 years

WEEKDAY MOENING

EXISTING CONDITIONS

959 46. Zlance Tiane

480 + 46-

526

WEEKDAY FVENING

4 ° 9

935 21000 1100e

468 + 46

1514

PEOPOSED CONDITIOUS

959 460 Hane Hane

959 + 46

1005

935 46 46 Tiane Tiane

935 + 46

981



Project: MASS AVE

Project # 09145

Location: ARLINGTON

Sheet O of G

Calculated by: 544

Date: 3/18/05

Checked by:

Date:

TITLE CEMCAL LANE ANALYSIS BY PHASE

Beook AVE AT ALFWIFE PARKWAY - EXISTING VOLS

1 79 (125) 569 (553) 294 (290) (95) 95 <u></u> MASS AVE (112) 198

4 PHASE SIGNAL

VOIS from July 2004 VAI study AM (PH)

WEEKDAY MOENING

b 85<u>0</u> 294 1057 146 z lanes 1 lane Hane

294 425 529 1388

140

WEELDAY EVENING

1242 078 290 173 Zlanes llane

339 290 621 173

1423



Project: MASS AVE

Project # 09145

Location: AeciNaTaN

Sheet GA of GA

Calculated by: SLL

Date: 4/19/05

Checked by:

Date:

Title

MASS AVENUE AT ALEWIFF BROOV DARKWAY - FUTURE VOLUMES

(105) 105 3 44 54 MASSAVE

(104) 219 7 7076

(507) 120 7 7076

(507) 120 7 7076

(507) 120 7 7076

(507) 120 7 7076

(507) 120 7 7076

(507) 120 7 7076

11. growth - 10 years AM(PM)

WEEKDAY MOENING 4- F 1 4 7- 14 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7- 16 7-

WEEKDAY EVENING +49 320 1372 191 21000 11000 21000 11000 375 + 320+ 680 + 191



Project:

Project #

Location:

Sheet 7 of

Calculated by:

Date:

Checked by:

Date:

Title

MASS AVE AT FRANKLIN STREET - EXISTING VOLUMES

(23) 156 1 HASS AVE
(23) 156 1 HASS AVE
(869) 991

3 PHASE SIGNAL PEDS

BUILD 2003 VOLUMES FROM 1998
PERFORMS AME STUDY

WEEKDAY MORNING

EXISTING CONDITIONS

J - + 1 /

156 ZIANO + 298

872

LOS B

WEEKDAY EVENING

231 + 954 231 + 21ms + 133 721. LOS A



Project:

Project #

Location:

Sheet 8 of

Calculated by:

Date:

Checked by:

Date:

Title

MASS AVE AT FRANKLIN STREET - FUTURE VOLUMES

(265) 192 J (200) 1095 J

11. growth - 10 years

FUNCE CONDITIONS

WEEKDAY HORNING.

J - 1,045-172 | 1,045-172 | 329

963

WEPKDAY EVFNING

J + 1053
255 + 1053
21000 + 147
929
LOS B

Existing AM1 ear 1100	<i>_</i>	>	7	*	4	*	4	Ť	<i>P</i>	1	ţ	4	
Cape Group	CEBIC.	4 13 1	EBE	WB	Wen	WBB	NBL	New	NBR	'SBE	SBI	SBR	
Lane Configurations	<u> </u>	ት ጉ			44			4	Terrestant de la company	urpereziaken	4		
ideal Glow (volto))	1900	1900	1900	1900	1900	19005	1900	1900	1900 = 4.0	4.0	1900 4.0	4.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0 50	4.0 50	4.0	4.0	4.0 2.50	4.0	
Leading Detector (ft):				50° 0	50 0	19.5	0	0		0	0	ong the proper	
Trailing Detector (ft)		0	31 9 N	5.75		a second			1.9	15		9	
Farming Speed (hipp)			Yes			Yes		Burnan	Yes	ACT SCHOOL STATE		Yes	
Link-Speed (hph)		30%			30			(c. 20 - E			30		
Link Distance (ft)	Straite of Cream Training of	3408	Dock, demonstrated presents	, p.	3504			2712	namental estis		2728		STETOS BOOK OF STREET
Travel Time (s)	Te yes	1,65			796			61.6	9	72	2024 7	14	ESERGIA DE LA CONTRACTION DEL CONTRACTION DE LA
Volume (vph)	0	811	14	7	647 0,92	0	13 0.92	0		60.92	20.92	0.92	
Peak Hour Factor	0.92	0.92	0 92 0	0 92 0	711	0	0	24	0	0	101	0	MS SEARCE SERVICE AND THE
Lane Group Flow (vph)	0	897		Perm			Perm			Perm			
Turn Type Protected Phases		2		-	6		A CONTRACTOR OF THE	8	ANESCONO POR	COSPACE PARTIES	4		
Permitted Phases				6			100	(Carlos		4		ig websi	
Detector Phases		2	Merchand Commerce	6	6		8	8	week and dealers of the least	4	4		
Minimuco Italial (s)		40	3003	4.0	4.0		40	4.0	i xia	4.0	4.0 21.0		
Minimum Split (s)	entrale contract to the second	21.0		21.5	21.5	NOTICE STATE	21.5	21.5	or or or	21.0	21.0	0.0	
Total Split(s)	0.0	55.0	0.0 0%	55 0 61%	55.0 61%	0.0%	39%	39%	0%	39%	39%	0%	CONTRACTOR OF THE PROPERTY OF THE CONTRACT
Total Split (%)	0%	61%	U76	50.02	500		295	29.5		30.0	30.0		
Maximum Green (s) Yellow Time (s)		3.0		3.0	3.0		3.5	3.5	Contraction of Con-	3.0	3.0		
All-Red Time (s)		20		20	2.0		20	2 D		2.0⊪	ତ୍ୟ 2.0ୁ		
Lead/Lag	arangan na da antara	Edding on calbidance	Mr. Breazers, South					NO CANDIDATA NO	notorna taken kiris	NAME OF STREET			
Feed-Lag-Optimize										3.0	3.0		
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Intersection Summary			10		12 112		1100012				CONTRACTOR	The state of the s
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ne Configurations		† 1>			44			4	venoliti kana		4} 1900≉	41 900€	
al Flow (vphpl)	1900	ad 9000°	1900	1900		1900		1900	1900	1900 4.0	4.0	4.0	
ital Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	50		
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ecal Mode		Nones		None	None		T. Min	Min		Min			
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mer avner summany v ves avne	BB:					176	6219	2.00					
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otal Lost time (s)		4.0		-	4.0	NA CONTRACTOR NAMED OF	COCCOMO PARA	4.0	XCCC+SCSCSSSS	NEW THE BEAUTY	4.0		
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ctuated g/C Ratio	MANAGEMENT OF	0.55	STATE REPORTS OF STATE	-CACLESCO COLORA S	0.55	CATALOGUE SERVICE SERV	- 2L3R01-14L	0.22			0.22	on have a national market shift of	or of hands designed and 15 / Road Lineary (15)
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ehicle Extension (s)	22120.722.400	3.0			3.0			3.0		Compression Compre	3.0	indica si nasilata	
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Approach Delay (s)			7045027	S. S. C. C. C.	A PARTIES			B			В		
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ICM Average Control Dela			5.8		ICM Eev	el et Serv	ice sa		A.		STATE OF STREET	建筑公司	
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Actuated Cycle Length (s):			347		CHI O'LL	of Service			A				Carlotte Control of the
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ear Clew (yphpl)	1900	1900-	1900	1900	1900	1900 4.0	1900 4.0	1900 4.0	4.0	4.0	4.0	4.0	
otal Lost Time (s)	4.0	4.0 50	4.0	4.0	4.0 50	4.0	4.0 3 50	250		50	50		
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ermitted Phases				6			8			4	4		
etector Phases	umphen of the last	2	ent-respectively.	6	6 40	OF THE PARTY OF TH	8	8 4.0		4 0	40.		
homouroleital(s)		40 21.0		21.0	21.0	ON THE PARTY	21.0	21.0	AND THE REAL PROPERTY.	21.0	21.0	CONTROL CONTROL DATE	END-MONETHE ACCOUNTS
linimum Split (s)	0.0	21.0	0.0	55.0	355.02	0.0	350	35.0	0.0	35.0	.85 O.	0.0	
otal Split (\$) otal Split (%)	0%	61%	0%	61%	61%	0%	39%	39%	0%	39%	39%	0%	randonius delegant la santilità Es
laximum Green (s)		500		50 0	~50.0		30.0	30.0		30.0	30.0		
ellow Time (s)	A SCHOOL SHOW AND	3.0	20022	3.0	3.0		3.0	3.0	CALCOTTICE	3.0 2.0	3.0 2.0		
III Red Time (s)		2.0		20	2.0		2.0	2.0		Z.142	4.00		
ead/Lag	**********	AND THE PERSON NAMED IN	CHANGE PRESIDENTES	ON STONES	COSSER-COSSE	尼斯拉斯哥爾亞	WEST STATES						
ead Lag Optimize?	ic ±			3.0	3.0		3.0	3.0		3.0	3.0		AN INTERNATIONAL PROPERTY OF
/ehicle Extension (s) Recall Mode		3.0 None	拉尔里用车边 路	None	None		Min	Min		Min	Min		
Valk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	manalasan nakhari	variances exceptions in the
lash Doot Walk (s)		THEO		110	11.0		111.0	110		11 0	110		
Pedestrian Calls (#/hr)	endingsy	0		0	0	COMMISSION	O THE PERSON NAMED OF THE	0 ************************************	STANGER STAN	0	0		
breve Length 50th (II)		2 141			432			28			37	SELECTION OF THE PERSON OF THE	
Queue Length 95th (ft)	MENSON STATES	#623	CONTRACTOR		#679			20 \$26328			2648		
nternal bink Dist (ti)		20-69		Ex 63 DV2	0444				STANDARD V	ENDERGE AND A	Separation of the second	ANTHORESCENE APPLI	ANTHON SCHOOL INSTITUTE AND ADDRESS.
50th Up Block Time (%) 5th Up Block Time (%)					nie reke	28/12/2						A STOKE	
rum Bay Length (ft)	TEXA ESTABLISM	ZA SERVICE		906297775377	Transfer de des Constitution de la constitution de	Mary Mary MA Series	and other transfer or the state of			v I was or in said and Market	CONTRACTOR CONTRACTOR	innermin'i Salaha Ma	encera (accept) de tra home de
ion Bay Block Lime %					ALL V								
5th Bay Block Time %				1100-010000	Activements NR Selfield	MITCHES STATES	CONTRACTOR OF THE	ON THE STREET	STATE OF THE PARTY				
nieums Penalty (veh)								F-0.2.					
ofersection Sturmary													
Areas Expe	BD:		4				on date of						
		A PARTY OF STREET		en resemble and	NOME OF THE PARTY								
Cycle Length: 90			11.0						BEENES!				
Actuated Cycle Length 67			STATE OF THE PARTY OF THE					rave explored which	TO SECURE OF THE PARTY OF	and a substant			
Actuated Cycle Lengths 64 Natural Cycle: 80				A CENTER OF		CHEST SE		A CONTRACTOR	经济的			5 100 N 5 2 2 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Actuated Cycle Length 64 Natural Cycle: 80	coerdii	iated -	eoretical	lv intinit	9.							ATTENDED STATES	
Cycle Length: 90 Astracted Cycle Perioth, 64 Natural Cycle: 80 Control Type: Actuated Un Volume exceeds capa	city, que	eue is th	eoretical	ly intinit	9.								
Actuated Cycle Herigiti, 57 Natural Cycle: 80 Control Type Actuated Up Volume exceeds capac Gueue showns maxifu 95th percentile yolume	city, que um afte excee	eue is th er two cy ds capac	eoretical cles :ity, queu	je may l	oe longer								
Actuated Cycle Eurigiti, 57 Natural Cycle: 80 Control Type Actuated Up Volume exceeds capa Gueue showns maxifu # 95th percentile yolume	city, que um afte excee	eue is th er two cy ds capac	eoretical cles :ity, queu	je may l	oe longer								
Actuated Cycle Enigiti, 67 Natural Cycle: 80 Control Type: Actuated Up Volume exceeds capac Gueue shown as maxim # 95th percentile volume Gueue shown as maxim	city, que unicate exceed um aff	eue is th er two co ds capac entwo co	eoretical cles :ity, queu cles	ie may l	e longer								
Actuated Cycle Euroth of Natural Cycle: 80 Control Type Actuated Up Volume exceeds capac Queue showns maxim 95th percentile volume Cueue shown shazim Splits and Phases: 3: M	city, que unicate exceed um aff	eue is th er two cy ds capac	eoretical cles :ity, queu cles	ie may l	e longer Street								
Actuated Cycle Euroth of Natural Cycle: 80 Control Type Actuated Up Volume exceeds capac Gueue shown is maxim # 95th percentile volume Cueue shown is maxim Splits and Phases: 3: M	city, que unicate exceed um aff	eue is th er two co ds capac entwo co	eoretical cles city, queu cles venue &	ie may l	Street								
Actuated Cycle Euroth of Natural Cycle: 80 Control Type Actuated Up Volume exceeds capac Queue showns maxim 95th percentile volume Cueue shown shazim Splits and Phases: 3: M	city, que unicate exceed um aff	eue is th er two co ds capac entwo co	eoretical cles city, queu cles venue &	ie may l	Street								

	<u> </u>	>	•	1	4-	A.	4	4	1	1	ļ	1	
Movement	EBL	EBI	EBR \	WEL	WBL	WBRE	NB)	NBT	NBR-	SBL	SBI	SBR	
Lane Configurations		4			4		and the second second	4					
ideal Flow (vphpl)	4710	1710	1710	1710		1710	17.10	CIMIO.	21/103	U/JU	1710 4.0	I/IV	
Total Lost time (s)	o de la companyación de la compa	4.0	Horndonned	and the second second second	4.0			4.0	CTE C 20 A 10 C 1		4.0		
Lane Utili Factor		1.00			1.00			0.95			0.94		
Frt		1.00	saarrahdarranda 2000	CONTRACTOR	1.00		OVERSESSESSES	0.95			0.94	255500 GEA	
Fit Protected		100				100	Acteur	1541		ALC: NO.	1531		ALSO ECONOMISM
Satd. Flow (prot)		1672	S255700000000000000000000000000000000000		1676 0.99			1541			0.83	HSTAPES	
FI Permitted		500			1660			1275		Contract of the Contract of th	1301		
Satd. Flow (perm)		1672	**************************************	-	818	SOURCE STATE		12/0	W. 5002	900000	150240	. Son S	
Volume (vnh)		949	102	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Peak-hour factor, PHF	0.92	0.92	0.92	U.9Z	889	0.92	U.52	U.32	0.52	125010	0.02	19.722	
Adj. Flow (yph)	0	1052	0	0	898	0	0	28	0	0	47	0	
Lane Group Flow (vph)	ANGERS STREET	IUOZ	Standadista	Pelm	2000 2000		Pems	100414	Machine	Perm			
Froiected Phases		2		(CHIE	6		SESHIN	8		and the state of t	4	NESS PROPERTY OF	STANDERS CONTRACTOR OF THE STANDARD
Protected Phases			SELECTION OF THE PARTY OF THE P		CONTRACTOR OF THE PARTY OF THE				The Control of the Co	4			
Actuated Green, G (s)		50.0			50.0		The Contract of	7.0		CONTRACTOR OF THE PARTY OF THE	7.0	o diamentaria y matema	the location of the second section of the
Effective Green g (s)		510			56.0			80	(2)		8.0		
Actuated g/C Ratio	XXXXXXXXXXX	0.76			0.76	ELCHER STATES	AND DOUGH	0.12	.e.sp20202490	POSTERNICA TECHNICA	0.12	N Committee the State of the St	s Littury militaris i monst del mante de matematica de care
Clearance Time (s)		5250			50	45 P		5.0		THE WAR	5.0		
Vehicle Extension (s)	SACHER SALES	3.0	TO THE PARTY OF TH	Self through the first of the	3.0	S. AT STATE OF STATE	TO CREATIVE COMME	3.0	process and a second		3.0		
lane Grp ≈ (vpH)		1273	South March		1264	No. 71 Sec. 7		152			155		
v/s Ratio Prot	and property of the same	c0.63	THE THE PARTY	eninaekatika	State of the second	Sell A Links was met steam	CANTER SECTION OF SAC	Charles Charles	PRESIDENT SECTION				
v/s Ratio Penn	1000		45000E		0,54			0.02			c0 04		
v/c Ratio	ord monate makes for	0,83	between enveneers	- SARTANITA ENANCE	0.71	202 403 2 4 5 4 3 4 4 4 4		0.18			0.30	manufacture Made and a sed blistopher	nessen y med chieft ann ain aean i an 200 amh mailte an 1876.
Uniform Delay 701		5.2			74.2			26.6			27.0	2.320 (1.98	
Progression Factor	- Jean Color Color Color	1.00			1.00			1.00	(Authorited to Tarrison	CANADAWA AND RES	1.00	enderenstein (J. Sef) (W	narowanier voolstele deutste de mittere
Incremental Delay, d2		4.5			1.9			0.6					
Delay (s)		9.7		Towns C. Carlotte W.	6.1		ANS POTENTIAL	27.1	LIA SELECTE AND AND ADDRESS OF THE PARTY OF		28.1		
hevel of Service		A_{i}			a A								
Approach Delay (s)		9.7	eaner was an early	DOMESTIC THE PARTY OF THE PARTY	6.1		DESCRIPTION	27.1			28.1	はいいないのかだが	CONTRACTOR OF THE PARTY OF THE
Approach LOS		4.0	197.45		A						200	が表演を表が	
Intersection Summary		77.											
HCM Average Control De	iav	Language Control	8.7		CM Lev	el of Ser	vice .		A A	KUT THE		当じがけ	
HCM Volume to Capacity		THE REPORT OF THE PARTY.	0.76	and the second of the second	SHICK TANKS AND SAME		and tribun (by				Definitions in the Name of	and the Manham	
Actuated Cycle Lengthus			67.0			sttme (8.0				
Intersection Capacity Utili		the world of the state of the s	71.6%	10	CU Leve	l of Serv	ice	Nach Lincoln & M. Con	C	and the state of t	objection the	destructure regeneration	STEPSON STATES AND STATES AND STATES
Critical Lane Group	S. S										學學學		

	^	→	4-	•	-	A					
Eane Group	FBL-	EBI	WBI	WBB	SBL	SBR	09 4				
Lane Configurations),	ተተ	^								manustraewant Next balls
ideal How (volipl)	1900	19005	4900%s	1900	1900	1900					
Storage Length (ft)	150	Zeler (Celtregor Meser	Alexander of the Parket	0	0	0		energy and a state of the second	enson construction and the state of the	n and annual or manual circumstation	and the second of the second
Storage Lages	1			/ 0 2	0	-0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			energy to the Market State of	CSTATES TO SECURIARY	
Leading Detector (II) 🚳 📶	50	50	50								Marine Control of the Land
Trailing Detector (ft)	0	0	0	国的新洲内部							
Turning Speed (mph)	2.15			Yes		Yes			Sudempresseded	is a green production of the second	and a second sec
Right Tum on Red . Link Speed (mph)		a and	30	163	30						
Link Distance (ft)		2942	2962		2567	Casses Rockets & Dec	A CONTRACTOR OF THE SECTION AND ASSESSMENT OF THE SECTION ASSESSMENT O	DESCRIPTION NAMED IN THE PARTY OF THE			Military and the state of the s
fravel time (s)		65.9	673		58.3						
Volume (vph)	226	887	1137	168	Ô	0	and the second of the second o		entere visare visare in	THE PROPERTY OF THE PARTY OF TH	
Peak Hour Factor	0.92	0.92	0.92	Daniel Colonia	0.92	0.92					ARTICLE OF THE
Lane Group Flow (vph)	246	964	1419	0	0	0		STANCE CONTRACTOR			
Turn-Type	pm+pt						9		Carenty Lex		新述的数据的
Protected Phases	5	2	6						Free Charles Said	Ar Valenski	
Permitted Phases Detector Phases	75 MARIENT 5	2	6					Marie (10) (10) State (10) (10)	SPECE CONTRACTOR CONTRACTOR	Militar a la Marvilla (maximal and m	- AND THE PARTY OF THE PARTY
Minimum-Initial (s)	340	40	4.0	2 77 12			4.020				
Minimum Split (s)	9.0	21.0	21.0	CAN AND PROPERTY OF LA	A (ACID) SPACE AND A CO.	27.22 424.41.2	9.5	and the second s	and annually by the December 1980 is a light	varandaras de ale servi	SHOWEN PARTIES
Total Spirt(s)	15.0	67.0	52.0	2.00	0.0	0.0	33.0				
Total Split (%)	15%	67%	52%	0%	0%	0%	33%				
Maximum:Green:(s)	10.0	62 0	470			RAMES I	3.5				
Yellow Time (s)	3.0	3.0	3.0								
All-Reditime (s) Lead/Lag	Lead		Lag					A September 1	29422110/16117941177891	W. Orack Co. St. Co. Balling Co.	d Marie and Committee and Land
Lead-Lag Optimize?	Yes		Yes								
Vehicle Extension (s)	3.0	3.0	3.0	e de constant Canada			3.0	P 3000000000000000000000000000000000000	ed March 17 (CANEER TO MINE)		MERCHANICATES
Recall Mode	None	None	None			1746	None				全元 在市市区区
Walk Time (s)	no so se se su constante e e e e e e e e e e e e e e e e e e	5.0	5,0 11.0	WEST TOTAL	NEW TOWNS						
Flash Donit Walk (s). Pedestrian Calls (#/hr)		0	O							(STANCES STANDARD BASED OF STANDARD STA	SPERMANNERS OF STREET
Queue Length-50th-(ft)	20199	0	777777			ZUGTETE					
Queue Length 95th (ft)	#131	O	173	2010/00/00/00/00/00	Applies that a propositional me	E De Daniel Contraction		nutrational burns to see that an inter-	The state of the s	e tulon notamber introducioni	
internal Link Dist (ft)	TO THE OWNER OF THE OWNER OWNER OF THE OWNER	2862	2882		2487						
50th Up Block Time (%)		nicological and a second		E NO PORTO CONTINUE C	with the state of	nevanarisistette.		ZERINGER FOR			X MANAGEMENT
95th Up Block Time (%)							Service Constitution		ALTERNATIVE STATE		(1955年1931年) (1957年) (1954年)
Turn Bay Length (ft) . 50th Bay Block Time (c)	150										
95th Bay Block Time %	in a state of the		A STATE OF THE STA	MUNICIPAL SERVICE	R-British cartesianess	INCOME SAFER	ALESCONORDO SERVICIO CONTRACTOR C		and administration to record a proof of the first	to white to the or the restrict of the second	escantinate de la seguida de la companya de la comp
Opering Penalty (veh)											. La como
Market Market Company	Trough troug	Start V	1 Marine	- 13 W	e la	No Workship	Sold To San			13 15 50 17	
AreaClype	GBID				10.20						
Cycle Length: 100	A Secretary a second life of the Contract	9200x 5410/579	and the same of	MEE CHICAGO AND A. A. T.	E.A. LA CO. A.			Commonwealth and I have proved the property of		THE PROPERTY OF THE PROPERTY OF THE	nostosa pretorio
Actuated Cycle Length: 5	29										
Natural Cycle: 60	enarmet vikturistaka	non premierbi	your teleparation	PANNSTARK							
Control Lyne Actuated t #. 95th percentile volum	Incoprais	lated	city ougs	o may	he lange	r		HO TO PROPERTY OF A C		AC BOSS COSCASSIVA	
#. 95th percentile volunt	ne exceet	i wa c	des de								
						AND THE PERSON NAMED IN COLUMN TO PERSON NAM	Anna Marie Baranda Character September 1975 of the Laboratory September 1974				
Splits and Phases: 3:	Massach	usetts A	venue &	Medfor							
→ ø2						Po 44					
675			74 X X			87.519					
4											
φ5 φ6					36 22 S						
AND THE RESIDENCE OF THE PARTY											

	≯	→	4	*	1	4							
Vioveinent	F EBE	ZEBT.	WBI-3	WBR	SBE	SBR							
Lane Configurations	ኝ	ት ት	A A							-4/49/4019-01111	enantes en lateral del súrrocato		assertion to the
Ideal Flow (Vphpl)	1740	£1710	1710	1710	1710	4710							
Total Lost time (s)	4.0	4.0	4.0					neanwitele 606	in demokrati marrianek	ween ninean contra	awalaning Panggoldina	n waxaanii waxaa ia la	(ASACALLAS)
Pane Util, Factor	1 00	0.95	0.95	100								35 B 2 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
Frt	1.00	1.00	0.98	THE PERSON NAMED IN THE PE	-nemeros de Prof	new decreasing which	needen en ekt ûnder			STANDARD CONTRACT		NEW PROPERTY OF THE	
Fit Protected	0.95	1.00	1.00										
Satd. Flow (prot)	1593	3185	3124	and the section of th	CANAL PROPERTY.		neer participal entry to the termination of termination of the termina		SECRETAL PAR			23F03SA19E10	
Elt Permitted	0.12	1.00	7.00			To see	and the control						
Satd. Flow (perm)	201	3185	3124		Sentendar Zinger	or all the Designation of	M21-94 (00) (22/3/2/	X22370000	STATE OF THE PARTY	Sales Sales Andre	644757457		NACOTAL SECTION
Volume (vph)	- 226	887	1137	168							THE WAR THE TANK	(NAME OF ASSESSMENT)	48C-37C-X
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		*510745************************************			ESTAGE TO SE		2545455
Adjet love (vph)	246	964	1236	483	0				PANAL NAME OF THE PARAL NAME OF THE PA			e e e e e e e e e e e e e e e e e e e	With the
Lane Group Flow (vph)	246	964	1419	0	0	0	CITY OF THE SAME	Carlo Barrio Carlo	****	200 HEAR 200	Sycamoris		000000
Lum, Type	pm+pt												garekara
Protected Phases	5	2	6	9786252HC51			565-865-705-81						
Permitted Phases					har and a					SINTED CONTRACT	Particular	PACE OF LABOUR OF	CONTRACTOR OF THE PARTY OF THE
Actuated Green, G (s)	47.8 48.8	52.8	32.6 33.6		NEW STREET				公司的				2000
Effective Green g (s)	0.92	1.00	0.64	The Control						STEELS STATE OF	ert all there	COMMENTE DEL COCCERNO	SEENAGEMENT.
Actuated g/C Ratio	V, 92	5.00	0.04	THE SHADE IN			ETTE ME						
Vehicle Extension (s)	3.0	3.0	3.0		Call trade of the	incurrence.	ENVERNMENCE	REAL SERVICES	William - Out	TO STERREST THE PARTY OF THE PROPERTY OF	AND A COLONIA CONTRACTOR	COURTENA AND STATE OF THE STATE	Self-July constitution
Lane Gip-Cap (vph)	3.0	3.785	1988		15 - AT 100 bit								
v/s Ratio Prot	c0.11	0.30	c0.45	25 CHILLIAN	REPRESENTE:	Wed Teresta	Secularis	PRINCE TO	SPECIAL DESCRIPTION OF THE	and the second property of the	CTLX SOUTHWATER	TO SECURE CONTRACTOR	INCOME THE PROPERTY.
Vis Hatio Rem	WAR AND				1250515								
v/c Ratio	0.51	0.30	0.71	STAR THE PARTY	CENTER CLASS	AG OTHER PERSON	SAIK PASSALING TO	A CONTRACTOR OF THE PARTY OF TH	Michigan Maritan Transmist	& Defouder 1 horospecing	P. (M) CANAL PROPERTY AND	- Dyopana - Action	
Undom Delay do	73	0.01	64			5355 - 1415W					0.00//60		
Progression Factor	1.00	1.00	1,00	STAN - NTHEN THE	A TRANSMINATED	SANGEL CONTRACTORS IN	ACCORD IN STREET	10.7202034					saurum transparité
incremental Delay, d2 宗	0.9	0.7	3 1 2						100				
Delay (s)	8,2	0.1	7.6						manufactured Parkets That	element in the entire of the least	Control of the second s	CONTRACTOR	and Applications
Delay (s) Fevel of Service	- A	A.	A A								24682		
Approach Delay (s)		1.7	7.6		0.0			NAME AND DESCRIPTION OF THE PERSON NAME OF THE PERS	TOTAL SECTION SECTION	macoesta kantanan	MANAGEMENT SPECIAL	SOCIONIS CONTRACTOR	MONTH TOUR
Applicachel @S		- A	A		A								
intersection Summary				N. S.									
HCMLAverage Control D		55600	49	Н	ом гео	el of Serv	ce		A A		\$0.00 Table		
HCM Volume to Capacity		activate su	0.67		THE PARTY NAMED IN	COMPANY SALVANIA	A BACK POR PARTY	CONTRACT TARIST	Ber O'P. Children	PERSONAL LIBERTY SECURITY SERVICES	meson for Awars of Mark	and the state of the state of	
Actuated Cycle Length (S			528	AND S	uio oi lo	st time (s			8.0:4				
Intersection Capacity Util			66.2%			of Service		THE RESERVE TO A SECOND PORTION AND A SECOND PORTIO	В				E-reserved to the
Critical Lane Group-													THE STATE OF

	ⅉ		4	A	1	4	
	SEBIO'S	ZEDTE	WBK	NAME OF STREET	CRIES	AND DE	79. ·
Lage Grolipe	EL-MINE DIMENTING	A A	ሶ ጉ	C MESSE			
Lane Configurations Ideal Flow (vphpl)	ሻ 1900	↑ ↑	1900	1900	1900	1900	
Storage Length (ft)	150			0	0	0	CORPORATION CONTRACTOR TO THE ACCOUNT OF THE
Storage Lanes				0.5	# 20	1.0	
Total Lost Time (s)	4.0	4:0	4.0	4.0	4.0	4.0	
Leading Detector (tt)	50	.505	· 50 .				
Trailing Detector (ft)	0	0	0		manus Manus Andrew March	dnerhablemente	
Tuming Speed (mph)	15			9	-15	5 9	
Right Turn on Red	and make the second second		president to the new latter	Yes		Yes	
Eink Speed (mph)		30.	30-		OF 67		
Link Distance (ft)	en and personal	2942	2962	augusanerri	2567 -58.3 s		
Travelatime (s):	107	66 9 1020	673 1093	179	0	0	
Volume (vph)	197 0.92%	0.92	1093	002	0.92	0.92	
Peak Flour Lactor Lane Group Flow (vph)	214	1109	1383	0	0	0	Control of the state of the sta
Turn Type	pm+pt					ele, Tale	
Protected Phases	5	2	6	AND SERVICE OF THE	OCCUPANTAL CAR	Mis-distriction exist	9
Permitted Phases	2						
Detector Phases	5	2	6				
Minimum biltial (s)	4.0	4.0	4.0				49.
Minimum Split (s)	9.0	21.0	21.0				9.5 33.0
Ijotai Solit (s)	05.0	67.0	52.0	0.0	0.0	00/	33%
Total Split (%)	15%	67%	52%	0%	0%	0%	3376
Maximurn Green (s)	100	62 0 3.0	47.0 3.0		HELE STATES		3.5
Yellow Time (s)	3.0 2.0						7.0
All Red_hime (S)	Lead		Lag		SERENCE STANDAR		Secretary (Co.) Co.
Lead-Lag Optimize	SESYESS	No Alexander	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	DJ, CJ COLLAND PER COM			3.0
Recall Mode	None.	None	None				None, and the second se
Walk Tirne (s)		5.0	5.0	v.maaroone dealers in the	ana constitution of	manages/ch/%	
Flash Dont Walk (s)		110	15.0			U.S.	
Pedestrian Calls (#/hr)	naventina com	O	0 115				
Oneue Length 50th (tt)	21 91	0	166			orest state	The second secon
Queue Length 95th (ft)		88728628	# 72885W		2487		
50th Up Block Time (%)	A THE CONTRACT		#BB Transmin	HITCHEST PV	e service du de la	· · · · · · · · · · · · · · · · · · ·	
Shalio Block Time (%)							
Turn Bay Length (ft)	150	page, tind pegant a real				REPORT AND COMPANY	
50in Bay Block Lime %		n u ni		0.00			
95th Bay Block Time %	et men menemeteken k	entreduktion are	**********		25025555		
Opeuma Pepalty (veh)						A. Silver	
intersection Summary							
Area Type	BD						
Cycle Length: 100	m endretta vallent di batta	nus (PAT) de mas de la	OF THE THE THE				
Actuated Cycle Length: 5	0.5			10000			
Natural Cycle: 60 Control Type: Activated:U		nations.	residence (
16: 1955 Andlanda					ATTENDED TO	SOME STATE OF	THE TANK THE SECOND SEC
	/lassach	usetts A	venue &	Medfor			
ø2						K 09	
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Vanasse Hangen Brustlin, Inc.

Cost Estimate

Transportation Land Development Environmental Services

101 Walnut Street
Post Office Box 9151
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Massachusetts 02471
617 924 1770



Vanasse Hangen Brustlin, Inc.

CONCEPTUAL COST ESTIMATE Massachusetts Avenue Tranportation Improvements Arlington, Massachusetts

<u>Segment</u> Mill Street to Water Street		<u>Total Cost</u> \$159,183.00
Water Street to Franklin Street		\$374,721.00
Franklin Street to Grafton Street		\$572,490.50
Grafton Street to Marathon Street		\$307,663.25
Marathon Street to Alewife Brook Parkway		\$599,605.50
	SUBTOTAL:	\$2,013,663.25
	20 % Contingency:	\$402,732.65
	TOTAL:	\$2,416,395.90
	SAY:	\$2,420,000

This estimate does not consider any Permitting or Police Services.

Transportation Land Development Environmental

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Total Cost

Quantity



Mill Street to Water Street (1,150 lf)

Description

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CONCEPTUAL COST ESTIMATE

Unit Price

12C3C11PEC11			
Cold Plane # Pavement Overlay	\$1.80 /SY	8435 SY	\$15,183.00
Granite Curb Removed & Reset	\$22.00 /LF	175 LF	\$3,850.00
Full Depth Pavement (less than 3.0' wide)	\$37.00 /5Y	0 5Y	\$0.00
Cement Concrete Sidewalk	\$53.00 /5Y	80 5Y	\$4,240.00
Brick Sidewalk	\$80.00 /5Y	230 5Y	\$18,400.00
Loam & Seed	\$3.75 <i>[</i> 5Y	0 5Y	\$0.00
Traffic Signal Upgrade	\$100,000.00 /EA	1 EA	\$100,000.00
Pavement Markings	\$3,510.00 /LS	1 15	\$3,510.00
Brick Sidewalk Bulb-Out	\$3,500.00 /EA	4 EÁ	\$14,000.00
		Section TOTAL:	\$159,183.00
Water Street to Franklin Street (1,700 lf) <u>Description</u>	<u>Unit Price</u> \$1.80 /5Y	Quantity 13045 5Y	<u>Total Cost</u> \$23,481.00
Cold Plane & Pavement Overlay	\$22.00 /LF	260 LF	\$5,720.00
Granite Curb Removed & Reset	\$80.00 /SY	415 5Y	\$33,200.00
Brick Sidewalk	\$2.75.15Y	0 SY	\$0.00

- Description	Unit Price	Canalitica	101al COSL
Cold Plane & Pavement Overlay	\$1.80 /SY	13045 5Y	\$23,481.00
Granite Curb Removed & Reset	\$22.00 /LF	260 LF	\$5,720.00
Brick Sidewalk	\$80.00 /SY	415 5Y	\$33,200.00
Loam Borrow & Seed	\$3.75 /SY	0 5Y	\$0.00
Traffic Signal Upgrade	\$100,000.00 /EA	3 EA	\$300,000.00
Pavement Markings	\$5,320.00 / L5	1 1.5	\$5,320.00
Brick Sidewalk Bulb-Out	\$3,500.00 /EA	2 EA	\$7,000.00

Section TOTAL: \$374,721.00

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CONCEPTUAL COST ESTIMATE

Franklin Street to Grafton Street (2,800 lf)			
<u>Description</u>	<u>Unit Price</u>	Quantity	Total Cost
Cold Plane & Pavement Overlay	\$1.80 /SY	15560 SY	\$28,008.00
Granite Curb Removed & Reset	\$22.00 /LF	3360 LF	\$73,920.00
Granite Curb	\$38.00 /LF	630 LF	\$23,940.00
Pavement Removal	\$12.50 /SY	5000 SY	\$62,500.00
Cement Concrete Sidewalk	\$53.00 /SY	4500 SY	\$238,500.00
Loam Borrow \$ Seed	\$3.75 <i>[</i> 5Y	7310 SY	\$27,412.50
Traffic Signal Upgrade	\$100,000.00 /EA	1 EA	\$100,000.00
Pavement Markings	\$6,210.00 /L5	1 1.5	\$6,210.00
Cement Concrete Sidewalk Bulb-Out	\$3,000.00 /EA	4 EA	\$12,000.00

Section TOTAL: \$572,490.50

Grafton Street to Marathon Street (1,150) (f)		
Description	Unit Price	Quantity	Total Cost
Cold Plane & Pavement Overlay	\$1.80 <i>I</i> 5Y	8690 SY	\$15,642.00
Granite Curb Removed & Reset	\$22.00 /LF	1380 LF	\$30,360.00
Granite Curb	\$38.00 /LF	345 LF	\$13,110.00
Pavement Removal	\$12.50 /5Y	1100 SY	\$13,750.00
Cement Concrete Sidewalk	\$53.00 /SY	2300 5Y	\$121,900.00
Loam Borrow & Seed	\$3.75 /SY	1155 SY	\$4,331.25
Traffic Signal Upgrade	\$100,000.00 /EA	1 EA	\$100,000.00
Pavement Markings	\$2,570,00 /LS	1 L5	\$2,570.00
Cement Concrete Sidewalk Bulb-Out	\$3,000.00 /EA	2 EA	\$6,000.00
		Section TOTAL:	\$307,663.25

Transportation Land Development Environmental

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CONCEPTUAL COST ESTIMATE

Marathon Street to Alewife Brook Parkway (1,900 lf)

<u>Description</u>	Unit Price	Quantity	Total Cost
Cold Plane & Pavement Overlay	\$1.80 /SY	10835 5Y	\$19,503.00
Granite Curb Removed & Reset	\$22.00 /LF	2340 LF	\$51,480.00
Granite Curb	\$38.00 /LF	585 LF	\$22,230.00
Pavement Removal	\$12.50 /SY	3600 SY	\$45,000.00
Cement Concrete Sidewalk	\$53.00 /SY	3565 SY	\$188,945.00
Bnck Sidewalk	\$80.00 /SY	370 SY	\$29,600.00
Loam Borrow & Seed	\$3.75 /SY	5410 SY	\$20,287.50
Traffic Signal Upgrade	\$100,000.00 /EA	2 EA	\$200,000.00
Pavement Markings	\$4,560.00 /LS	1 L5	\$4,560.00
Cement Concrete Sidewalk Bulb-Out	\$3,000.00 /EA	6 EA	\$18,000.00

Section TOTAL: \$599,605.50

Services

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UNIT COSTS

Prices Based on MHD Weighted Average Bid Prices (2004)

	Deeth (IN)	Width (in)	Conversion	Unit Cost	
Hot Mix Asphalt	2	N/A	0.0560 Ton/SY*IN	\$45.00 /Ton	\$5.04
Hot Mix Asphalt Binder Course	2	N/A	0.0560 Ton/SY*IN	\$45.00 /MG	\$5.04
Hot Mix Asphalt Base Course	4	N/A	0.0560 Ton/SY*IN	\$45.00 /MG	\$10.08
Dense Graded Crushed Stone	4	N/A	0.0278 YD/IN	\$40.00 MD ³	\$4.44
Gravel Borrow	8	N/A	0.0278 YD/IN	\$15.00 MD3	\$3.3 3
Unclassified Excavation	20	N/A	0.0278 YD/IN	\$12.00 MD3	\$6.67
Fine Grading and Compacting	N/A	N/A	N/A	\$2.00 /5Y	\$2.00
The Grading and Compacting	14/1	, .	•	per SY Total=	\$36.60

Full Depth Pavement COST PER 5Y= \$37.00

Hot Mix Asphalt Walk Surface

	Depth (in)	Width (m)	Conversion	Unit Cost	
Hot Mix Asphalt	3	N/A	0.0560 Ton/SY*IN	\$85.00 /Ton	\$14.28
Gravel Borrow	8	N/A	0.0278 YD/IN	\$22.00 MD ³	\$4.89
	1.1	N/A	0.0278 YD/IN	\$18.00 MD3	\$5.50
Unclassified Excavation	N/A	N/A	N/A	\$1.75 /SY	\$1.75
Fine Grading and Compacting	NA	1471		per SY Total=	\$26.42

Hot Mix Asphalt Walk Surface COST PER SY= \$26.50

Hot Mix Asphalt Driveway

·	Depth (m)	Width (m)	Conversion	<u>Unit Cost</u>	
Hot Mix Asphalt	3.5	N/A	0.0560 Ton/SY*IN	\$90.00 /Ton	\$17.64
Gravel Borrow	8	N/A	0.0278 YD/IN	\$22.00 MD ³	\$4.89
Unclassified Excavation	11.5	N/A	0.0278 YD/IN	\$18.00 MD3	\$5. 75
Fine Grading and Compacting	N/A	N/A	N/A	\$1.75 /SY	\$1.75
Tille Grading and Compacting	* 1, * 1			per SY Total=	\$30.03

Hot Mix Asphalt Driveway COST PER SY= \$30.00

Services

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Cement Concrete Walk/					
	Depth (in)		Conversion	Unit Cost	¢ 40,00
Cement Concrete	4	N/A	N/A	\$40.00 /SY	\$40.00
Gravel Borrow	8	N/Α	0.0278 YD/IN	\$22.00 MD ³	\$4.89
Unclassified Excavation	12	N/A	0.0278 YD/IN	\$18.00 MD3	\$6.00
Fine Grading and Compacting	N/A	N/A	N/A	\$1.75 /SY	\$1.75
				per SY Total=	\$52.64
	Ceme	nt Concret	e Walk / Wheelchair Ram	p COST PER SY=	\$53.00
Granite Curb					
	Depth (in)	Width (in)	Conversion	Unit Cost	
Granite Curb	N/A	N/A	N/A	\$30.00 /LF	\$30.00
Cement Concrete	6	N/A	0.0093 SY/FT'IN	\$40.00 /SY	\$2.22
Unclassified Excavation	18	N/A	0.0093 SY/ FT'IN	\$22.00 MD³ _	\$3.67
Oncia Sinos Escaración				per LF Total=	\$35.90
			<u>Granite Ci</u>	urb COST PER LF=	\$36.00
Pavement Removal					
1 avenient Removai	Depth (IN)	•	Conversion	Unit Cost	
Unclassified Excavation	15	N/A	0.0278 YD/IN	\$18.00 MD3	\$7.50
	15	N/A	0.0278 YD/IN	\$12.00 MD3	\$5.00
Ordinary Borrow	, 3	.,,,		per SY Total=	\$12.50
			Pavement Remo	val COST PER SY=	\$12.50
Loam Borrow and Seed					
·	Depth (IN	1	Conversion	Unit Cost	4
Loam Borrow	4		0.0278 YD/IN	\$24.00 MD ³	\$2.67
Seed				\$1.00 /5Y	\$1.00
				per SY Total=	\$3.67
			Loam Borrow and Se	ed COST PER SY=	\$3.75

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\$3,500.00



Vanasse Hangen Brustlin, Inc.

Pavement Markings				
1 avenditi inalialisje			Unit Cost	
12" White Line			\$1.40 /LF	\$1.40
4" Yellow Line			\$0.85 /LF	\$1.40
4 LEIGA FING				
		12" White Line	COST PER LF=	<u>\$1.40</u>
			COST PER LF=	<u>\$0.85</u>
Cement Concrete Bulb-out				
	Quantity		Unit Cost	
Granite Curb	50	LF	\$38.00 /LF	\$1,900.00
Cement Concrete Sidewalk	20	5Y	\$53.00 /5Y	\$1,060.00
			-	
			per EACH otal=	\$2,960.00
	_		OCT DED EACH.	\$3.000.00
	Cement Concr	ete Bulb-out C	OST PER EACH=	\$3,000.00
D. J. D. B. aut				
Brick Bulb-out	Quantity		Unit Cost	
	<u>50</u>	LF	\$38.00 /LF	\$1,900.00
Granite Curb	20	5Y	\$80.00 /SY	\$1,600.00
Brick Sidewalk	20	٠,	And the same and it and it	• •
•			per EACH otal=	\$3,500.00
			•	

Cement Concrete Bulb-out COST PER EACH=

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Vanasse Hangen Brustlin, Inc.

This estimate assumes the following:

Mill Street to Water Street (1,150 lf)

Pavement

Assume existing pavement width is approx 66'
Assume matching existing pavement width
Assume 2-12' lanes and 8.5' parking lane for each side
Assume Cold Plane & Overlay

Granite Curb

Assume there is 75% existing granite curb along corridor Assume existing granite curb can be removed and reset if needed Assume 10% of curb needs removing and resetting

Loam \$ Seed

Assume no areas require loam & seed

Sidewalk

Assume sidewalk reconstruction matching existing width of 12 feet on both sides Assume 75% of sidewalk brick and 25% cement concrete Assume 10% of sidewalk requires reconstruction

Dramage

Assume 4 structures need to be adjusted

Pavement Markings

Assume 2300 LF of 4" yellow line (DYCL) at \$0.40/LF = \$920Assume 2300 LF of 4" white line (SWEL) (both sides) at \$0.40/LF = \$920Assume 600 LF of 4" white line (BWLL) at \$0.40/LF = \$240Assume 350 LF of 12" white line (SL & CW) at \$1.40/LF = \$490Assume 170 SF of pavement markings at \$3.50/SF = \$600Assume 84 parking stall markings at 10 LF of 4" white line/stall at \$0.40/LF = \$340Total Pavement Marking = \$3510

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Vanasse Hangen Brustlin, Inc.

This estimate assumes the following:

Water Street to Franklin Street (1,700 lf)

Pavement

Assume existing pavement width is approx 78'
Assume matching existing pavement width
Assume 2-12' lanes and 8.5' parking lane for each side
Assume Cold Plane & Overlay

Granite Curb

Assume there is 75% existing granite curb along corridor Assume existing granite curb can be removed and reset if needed Assume 10% of curb needs removing and resetting

Loam & Seed

Assume no areas require loam \$ seed

Median

Assume all medians require no reconstruction

Sidewalk

Assume sidewalk reconstruction matching existing width of 12° on both sides Assume 100% of sidewalk brick Assume 10% of sidewalk requires reconstruction Assume 90% of length has sidewalk

Dramage

Assume 4 structures need to adjusted

Pavement Markings

Assume 3400 LF of 4" yellow line (DYCL) at \$0.40/LF = \$1360
Assume 3400 LF of 4" white line (SWEL) (both sides) at \$0.40/LF = \$1360
Assume 850 LF of 4" white line (BWLL) at \$0.40/LF = \$340
Assume 450 LF of 12" white line (SL & CW) at \$1.40/LF = \$630
Assume 355 SF of pavement markings at \$3.50/SF = \$1250
Assume 94 parking stall markings at 10 LF of 4" white line/stall at \$0.40/LF = \$380
Total Pavement Marking = \$5320

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Vanasse Hangen Brustlin, Inc.

This estimate assumes the following:

Franklin Street to Grafton Street (2,800 lf)

Pavement

Assume 50' cross section 1 - 12' lane w/ 5' striped bike lane \$ 8' parking in each direction

Assume existing pavement width is approx GG'

Assume narrowing pavement width 16 feet (8' each side)

Assume Cold Plane # Overlay

Granite Curb

Assume there is 75% existing granite curb along corridor

Assume removing and resetting both sides of roadway

Assume 80% existing granite curb can be removed and reset

Assume 20% of new granite curb required

Loam & Seed

Assume 4" depth for all loam \$ seed areas

Assume loam \$ seed existing pavement that is being removed (approx 8' width)

Assume existing loam and seed along 50% of corridor

Assume existing loam \$ seed width is approx 7.5' (area between exist curb \$ exist sidewalk)

Sidewalk

Assume sidewalk reconstruction matching existing width of 8' on both sides

Assume 100% of sidewalk cement concrete

Assume 100% of sidewalk requires reconstruction

Assume 90% of length has sidewalk

Dramage

Assume CIT the existing basins and adding new catch basins

Assume 300' spacing for basins

Assume 10 sets of basins (14 cb)

Assume 6 If of 12 RCP to connect each of the new structues

Pavement Markings

Assume 5600 LF of 4" yellow line (DYCL) at \$0.40/LF = \$2240

Assume 5600 LF of 4" white line (SWEL) (both sides) at \$0.40/LF = \$2240

Assume 465 LF of 12" white line (SL & CW) at \$1.40/LF = \$650

Assume 105 SF of pavement markings at \$3.50/SF = \$370

Assume 176 parking stall markings at 10 LF of 4" white line/stall at \$0.40/LF = \$710

Total Pavement Marking = \$6210

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Vanasse Hangen Brustlin, Inc.

This estimate assumes the following:

Grafton Street to Marathon Street (1,150 lf)

Pavement

Assume 68' cross section 4 lanes -1 1' inside lanes 15' outside lanes \$8' parking on both sides
Assume existing pavement width is approx 76'
Assume narrowing pavement width 8 feet (4' each side)
Assume Cold Plane \$ Overlay

Granite Curb

Assume there is 75% existing granite curb along corridor Assume removing and resetting both sides of roadway Assume 80% existing granite curb can be removed and reset Assume 20% of new granite curb required

Loam & Seed

Assume 4" depth for all loam \$ seed areas

Assume loam \$ seed existing pavement that is being removed (approx 4' width)

Assume exist loam and seed area along 75% from Grafton St to Oxford St

Assume existing loam \$ seed width is approx 7' (area between exist curb \$ exist sidewalk)

Sidewalk

Assume sidewalk reconstruction matching existing width of 10° on both sides Assume 100% of sidewalk cement concrete
Assume 100% of sidewalk requires reconstruction
Assume 90% of length has sidewalk

Dramage

Assume CIT the existing basins and adding new catch basins
Assume 300' spacing for basins
Assume 7 sets of basins (14 cb)
Assume 6 If of 12"RCP to connect each of the new structues

Pavement Markings

Assume 2300 LF of 4" yellow line (DYCL) at \$0.40/LF = \$920Assume 2300 LF of 4" white line (SWEL) (both sides) at \$0.40/LF = \$920Assume 220 LF of 12" white line (SL & CW) at \$1.40/LF = \$310Assume 28 SF of pavement markings at \$3.50/SF = \$100Assume 80 parking stall markings at 10 LF of 4" white line/stall at \$0.40/LF = \$320Total Pavement Marking = \$2570

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Vanasse Hangen Brustlin, Inc.

This estimate assumes the following:

Marathon Street to Alewife Brook Parkway (1,950 lf)

Pavement

Assume 50' cross section 1-12' lane w/5' striped bike lane \$8' parking in each direction Assume existing pavement width is approx 66.5' Assume narrowing pavement width 16 feet (8' each side)
Assume Cold Plane \$ Overlay

Granite Curb

Assume there is 75% existing granite curb along corridor Assume removing and resetting both sides of roadway Assume 80% existing granite curb can be removed and reset Assume 20% of new granite curb required

Loam # Seed

Assume 4" depth for all loam \$ seed areas

Assume loam \$ seed existing pavement that is being removed (approx 8' width)

Assume exist loam \$ seed width is approx 7.5' from Marathon St to Henderson St and approx 6' from Boulevard Rd to Alewife Brook Parkway

Assume exist loam \$ seed along 75% of above lengths

Sidewalk

Assume sidewalk reconstruction matching existing on both sides:

cement concrete walk from Marathon St to Henderson St width of 8.5'

cement concrete walk from Henderson St to Boulevard Rd width of 16'

brick walk from Boulevard Rd to Alewife Brook Parkway width of 9.5'

Assume 100% of sidewalk requires reconstruction

Assume 90% of length has sidewalk

Dramage

Assume CIT the existing basins and adding new catch basins Assume 300' spacing for basins Assume 7 sets of basins (14 cb) Assume 6 If of 12"RCP to connect each of the new structues

Pavement Markings

Assume 3900 LF of 4" yellow line (DYCL) at \$0.40/LF = \$1560

Assume 3900 LF of 4" white line (SWEL) (both sides) at \$0.40/LF = \$1560

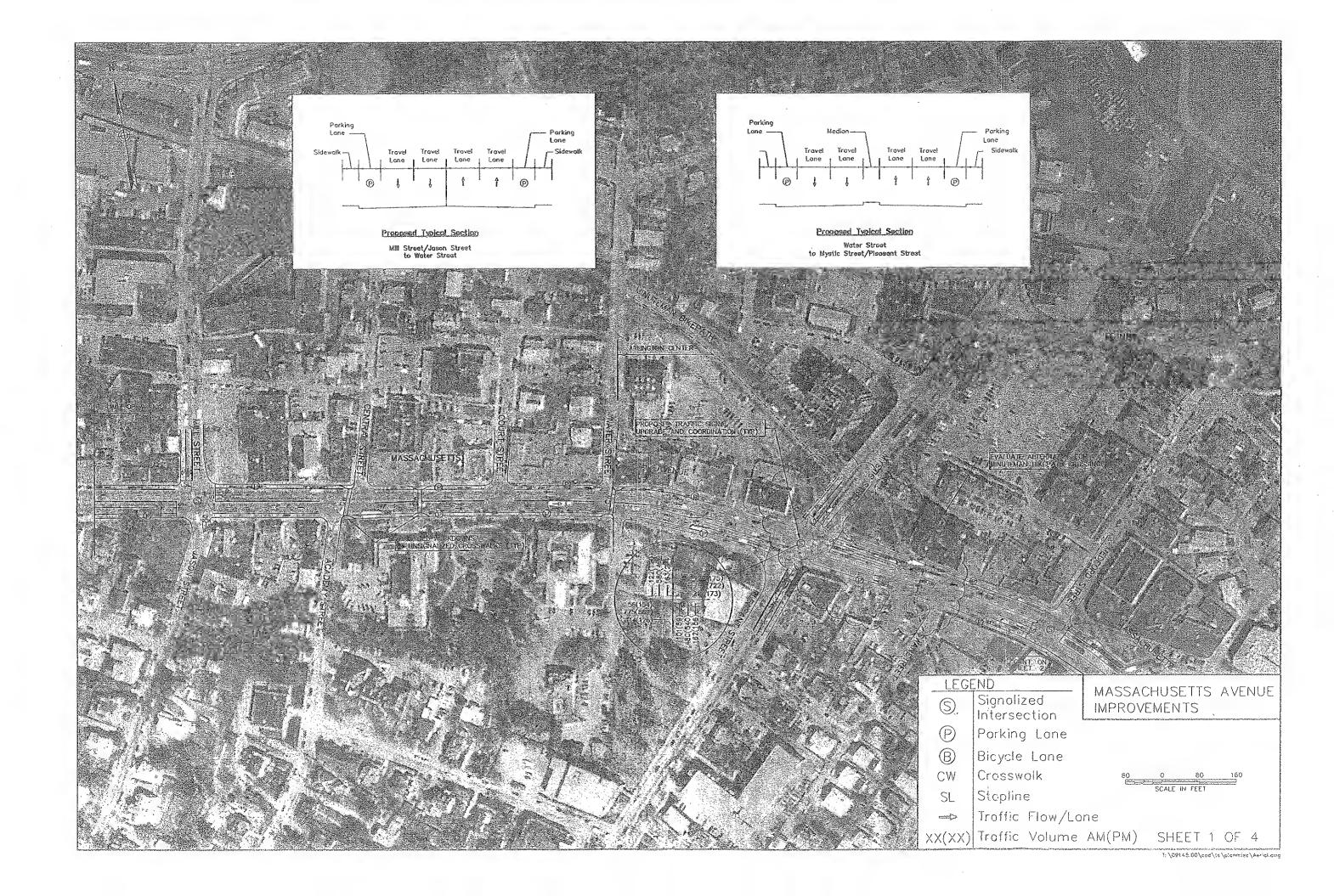
Assume 565 LF of 12" white line (SL & CW) at \$1.40/LF = \$800

Assume 58 SF of pavement markings at \$3.50/SF = \$200

Assume 110 parking stall markings at 10 LF of 4" white line/stall at \$0.40/LF = \$440

Total Pavement Marking = \$4560

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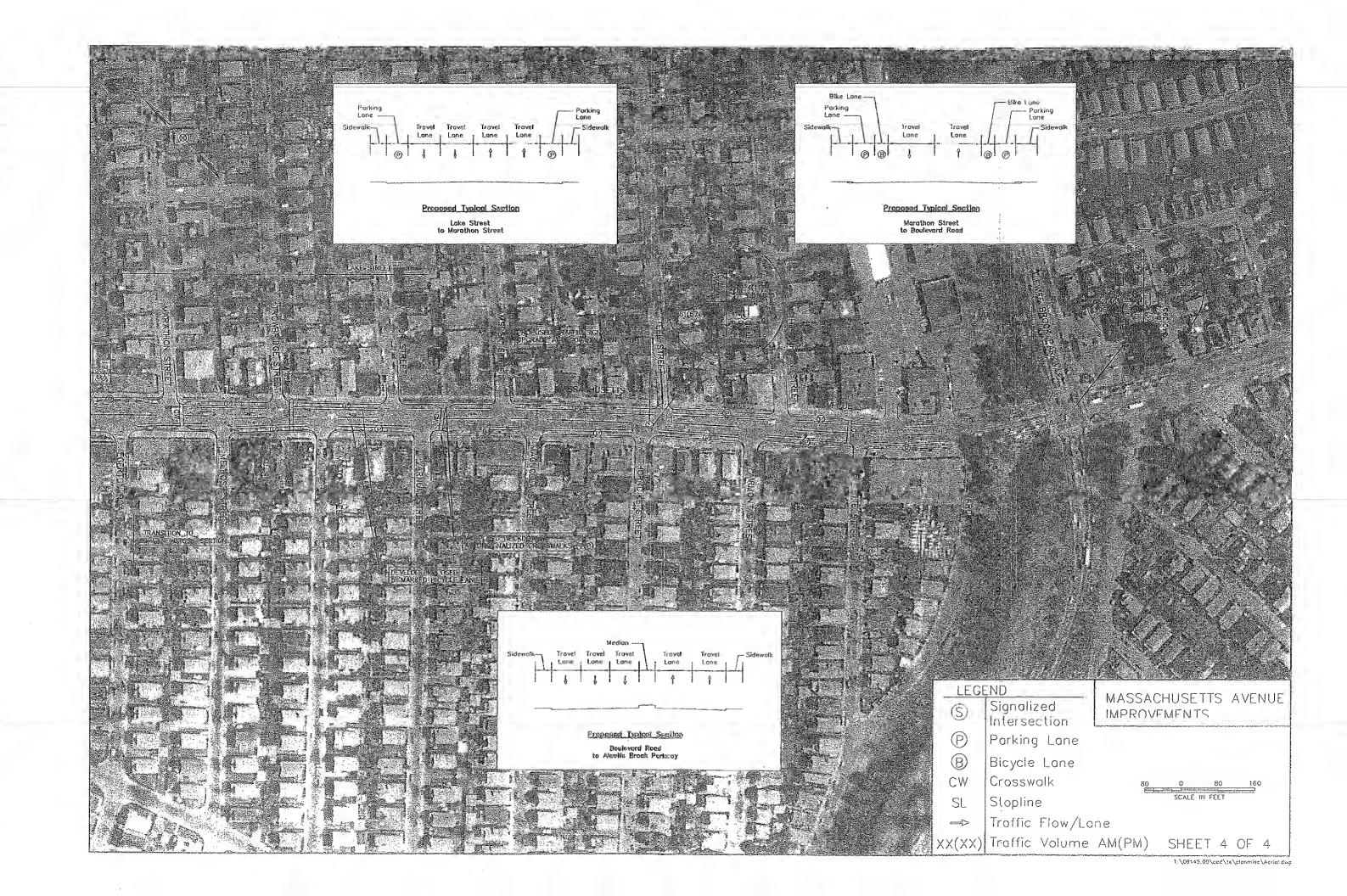
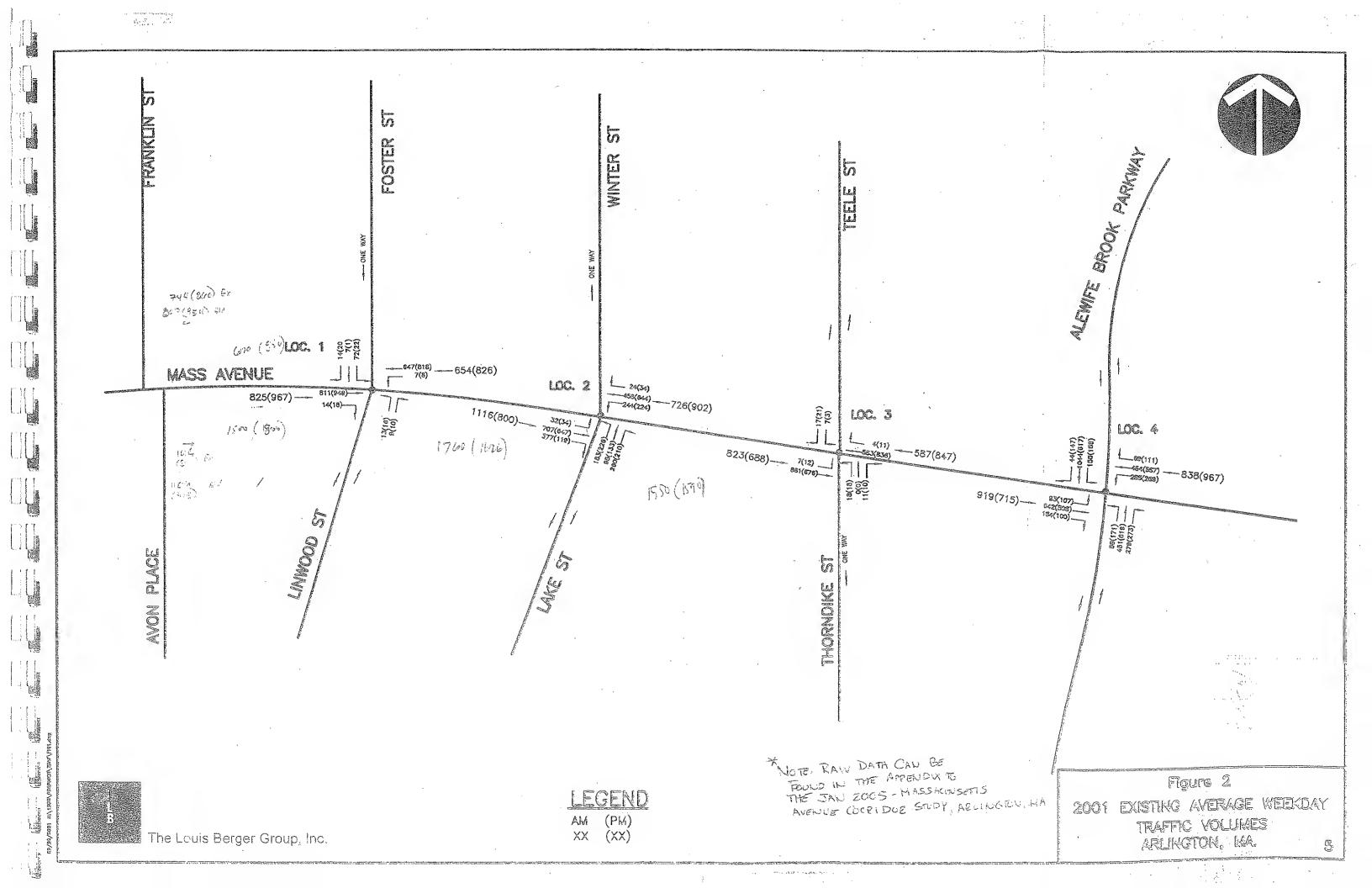
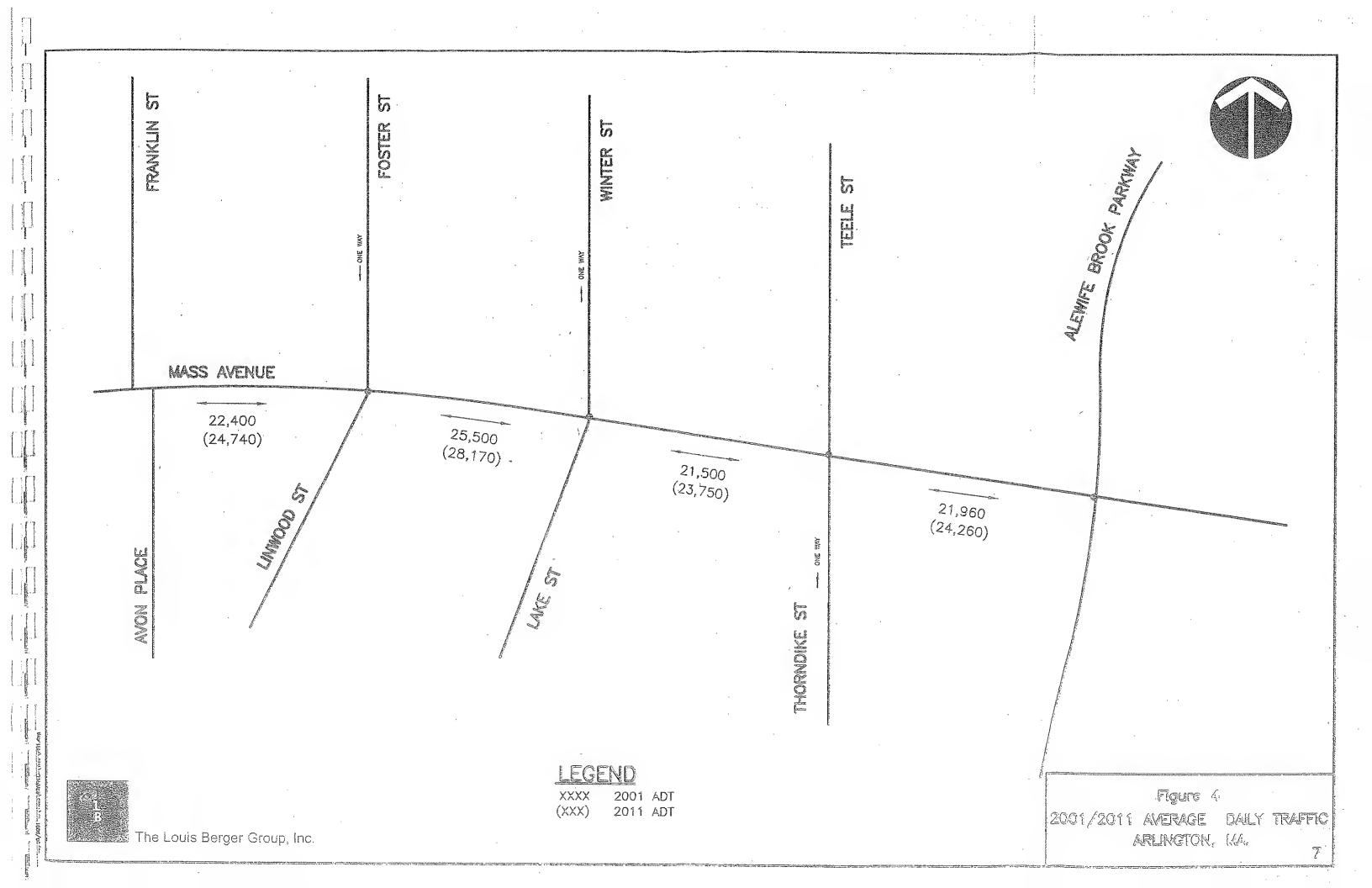
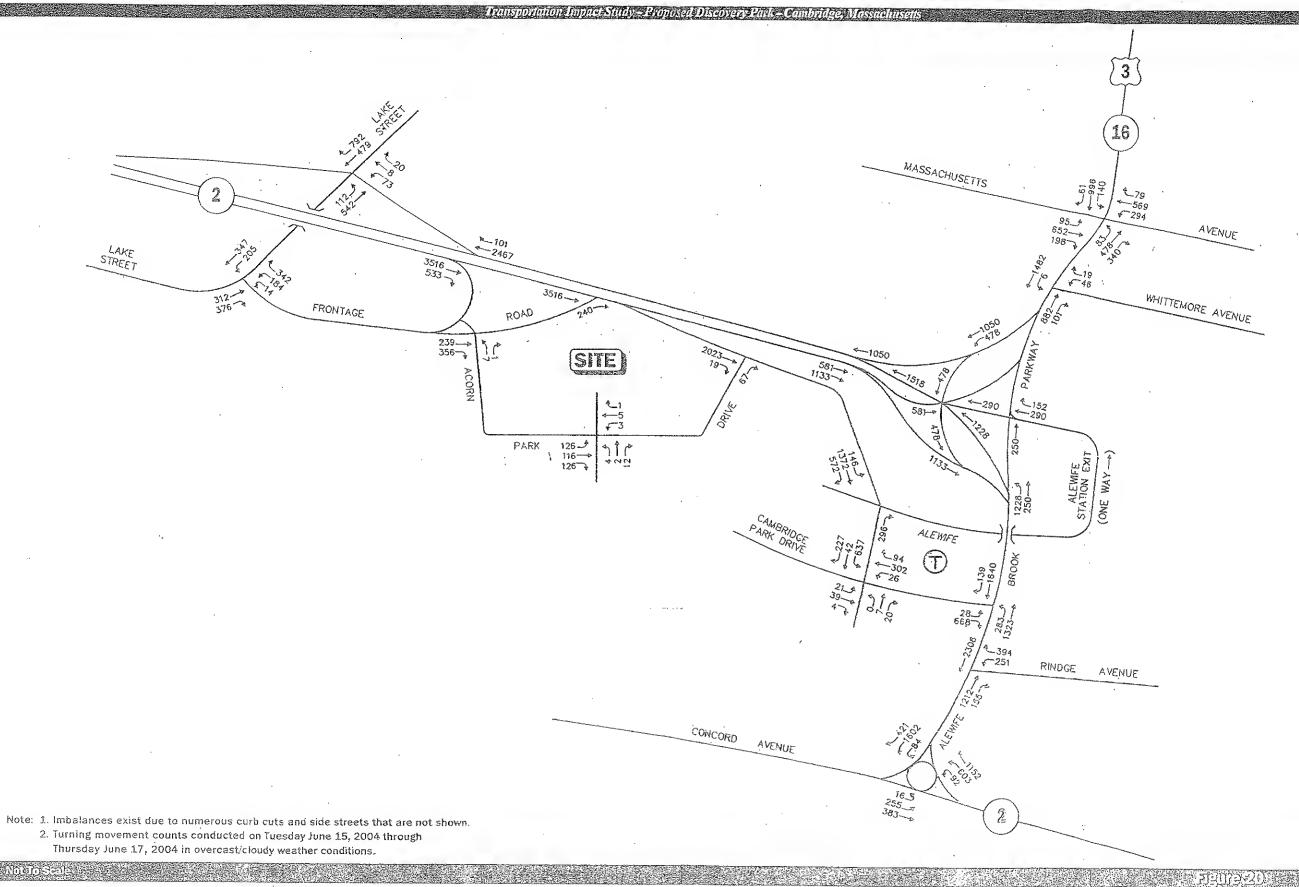


Table 2 Vehicular Crash Summary (2000-2002)

	Massachusells Avenue at:										1		
	Mill St/Jason St	Water St	Mystic St/Pleasant St	Medford St	Franklin St	Tufts St	Bates Rd	Grafton St/Orvis St	Winter St	Lake St	Teel St/Thorndike St	Alewife Brook Pkwy	Total
Signalized?	Yes	· No ·	Yes	Yes	Yes	No	No	No	No	Yes	Yes	Yes	
/ear	***									**************************************	- 1	ada, ad La Commercione, administratore i i ha summerme me un est petition may ly a compresse administratory pe	and him the field have an error from version of the desired sections of the section of the secti
2000	5	1	25	0	3	1	5	4	1	6	0	29	80
2001	11	3	17	1 -	3	1	. 2	2	1	8	2	19	70
<u>2002</u>	<u>5</u>	<u>1</u>	<u>2</u>	Õ	<u>0</u>	<u>0</u>	<u>1</u>	2	1	2	0	7	<u>21</u>
Total	21	5	44	1	6	2	8	8	3	16	<u> </u>	55	171
Collision Type					-								.,.
Angle	13	3	12	0	2	1	2	Δ	1	10	Λ	20	70
Head-on	0	1	1	0	0	0	ñ	0	U I	10	0	22	70 2
Rear-end	2	0	24	1	3	0	5	0	1	3	1	20	60
Unknown	6	t	7	0	1	1	1	4	1	ა ე	1		
Total	21	5	<u>-</u> 44	ī	6	$\frac{1}{2}$	8		3	<u>2</u> 16	. 2	<u>13</u> 55	<u>39</u> 171
Severity					**	_		*	J	10	• (90	. 171
Fatality	0	Λ	0	Λ	Λ.	0	0	0		•	_	_	
Hit and Run	0	ņ	1	0	0	0	0	0	0	0	0	0	0
Injury	4	1	15	n	3	0	Ů,	ō	1	0	0	2	4
Property	17	,	28	1	<u> </u>	0	4	5	1	3	0	12	47
<u>Unknown</u>	<u>o</u>	0	. <u>0</u>	,	ή. Λ	2	4	2	1	13	. 2	41	119
Total	21	<u>9</u> 5	. <u>u</u> 44	<u>U</u> 1	<u>v</u>	2	<u>y</u> 8	1	<u>U</u> 3	<u>0</u>	<u>0</u>	Q	1
	£1	· ·	77	'	U	۷	0	Q.	3	16	2	55	171
Time of day 7:00 AM - 9:00 AM		4	7										
9:01 AM - 3:59 PM	4	1	/	1	0	. 0	1	3	1	2	1	11	32
4:00 PM - 6:00 PM	8	4	21	0	4	1	4	2	0	-8	0	24	76
	5	U	6	0	0	0	0	2	0	0	0	7	20
6:01 PM - 6:59 AM Total	4	<u>0</u>	<u>10</u> 44	<u>0</u>	2	1	<u>3</u>	<u>1</u>	2	<u>6</u>	<u>1</u> .	<u>13</u> 55	<u>43</u>
	21	5	44	1	6	2	8	8	3	16	2	55	171
Day of Week						•							
Monday-Friday	18	4	35	1	4	2	6	7	1	.10	2	47	137
Saturday-Sunday	3	1	<u>9</u> 44	Ō	2	<u>0</u>	2	. 1	2	6	Õ	<u>8</u>	34
Total	21	5	44	1	6	2	8	8	3	16	2 2	55	<u>34</u> 171
Pavement Conditions						er .					•••		,,,,
Dry .	16	5	37	0.	4	1 '	5	A.	2	0	٥	44	400
Wet	3	Ō	4	1	i	0	3	→	1	. 3 4	<i>د</i> ۵	41	126
Snow	0	0	1	0	0	. 0	Ô	ñ	0	0	n o	12	33
Ice	1	0	1	0	ō	Õ	ñ	0	0	n n	n o	0	1
Other	0	0	0	0	Õ	Õ	.n	0	0	. 1	U n	1	2
<u>Unknown</u>	1	0	1	Ō	1	1	ñ	0	n n	2	0	1	Z
Total	21	5	44	ī	6		8	2 8	3	≤ 16	<u>∨</u>	<u>+</u> 55	<u>/</u> 171
MassHighway Crash Rate	NA	NA	1.12	0.03	0.00	A16	ŭ	4			۷		
ource: MassHighway vehicle cras		1874	1.12	0.03	0.23	NA	NA NA	NA NA	NA NA	0.58	0.10	1.15	NA



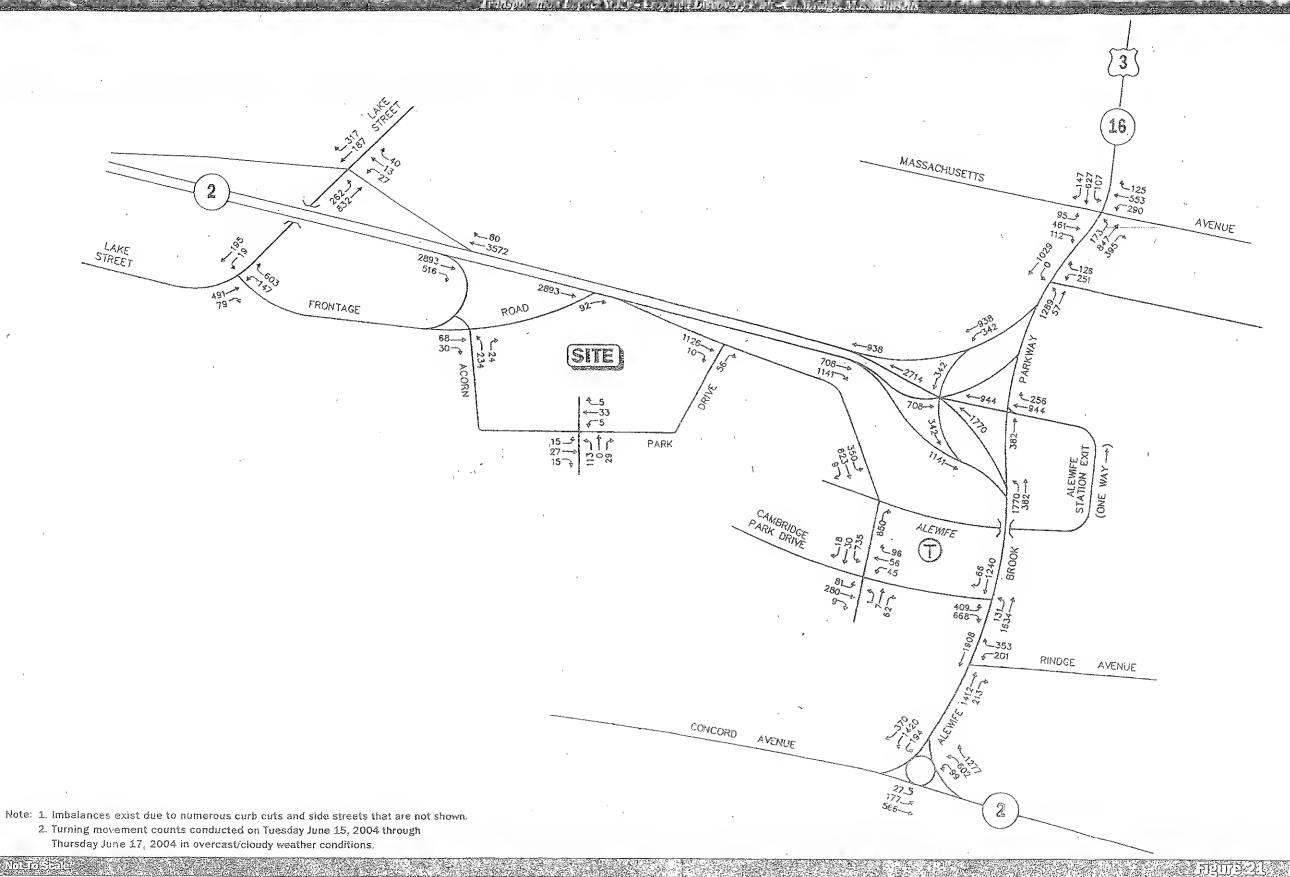


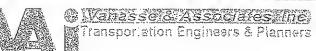


NOTE: RAW DATA CAY RE FOUND IN THE APPENDIX TO THE JULY 2004 TRANSPORTATION IMPACT STUDY FOR CAMBRIDGE DISCOURLY PARK

2004 Baseline Weekday Morning

Peak Hour Traffic Volumes





2004 Baseline Weekday Evening Peak Hour Traffic Volumes